S
363.125
T6MCHSPAE
2006
1

Montana Comprehensive Highway Safety Plan

Annual Element

State of Montana
Department of Transportation

in cooperation with:
Federal Highway Administration
National Highway Traffic Safety Administration
Blackfeet Tribe
Confederated Salish and Kootenai Tribes
Crow Tribe
Chippewa Cree Tribe
Little Shell Tribe
Northern Cheyenne Tribe
Fort Peck Tribes
Montana Highway Patrol
Montana Motor Vehicle Division
Montana Office of Public Instruction
Montana Department of Justice
Office of the Court Administrator
Federal Motor Carrier Administration
Montana Metropolitan Planning Organizations
Montana Department of Public Health and Human Services

prepared by:
Cambridge Systematics, Inc.

September 2006

serving you with pride
U.S. DOCUMENTS COLLECTION
GOVT. DEPOSITORY LIBRARY
NOV 02 2007
342
MONTANA STATE LIBRARY
PLEASE RETURN
STATE PUBLICATIONS COLLECTION
NOV 02 2007
MONTANA STATE LIBRARY
1515 E. 6th AVE.
HELENA, MONTANA 59620

Montana State Library
3 0864 1004 1426 0

Introduction

The Annual Element of the Montana Comprehensive Highway Safety Plan provides, for each CHSP emphasis area, descriptions of programs and countermeasures currently being implemented and detailed information on new strategies to be undertaken through the CHSP. The Annual Element will be maintained and updated annually by the CHSP Committee to provide documentation and updates for Montana's existing highway safety programs and to report the status of CHSP strategy implementation.

Table of Contents

Emphasis Area #1: Safety Belt Use **1-1**
Safety Belt – Existing Programs 1-2
Safety Belt – New Strategies 1-9

Emphasis Area #2: Alcohol- and Drug-Impaired Driving Crashes **2-1**
Alcohol- and Drug-Impaired Driving – Existing Programs 2-2
Alcohol- and Drug-Impaired Driving – New Strategies 2-16

Emphasis Area #3: Native American Crashes **3-1**
Native Americans – Existing Programs 3-2
Native Americans – New Strategies 3-13

Emphasis Area #4: Single Vehicle Run-Off-The-Road Crashes **4-1**
Single Vehicle Run-Off-The Road Crashes – Existing Programs 4-2
Single Vehicle Run-Off-The Road Crashes – New Strategies 4-7

Emphasis Area #5: Traffic Records Management **5-1**
Traffic Records Management – Existing Programs 5-2
Traffic Records Management – New Strategies 5-6

Emphasis Area #6: Young Driver Crashes **6-1**
Young Drivers – Existing Programs 6-2
Young Drivers – New Strategies 6-17

Emphasis Area #7: High-Crash Corridors/High-Crash Locations **7-1**
High-Crash Corridors/High-Crash Locations – Existing Programs 7-2
High-Crash Corridors/High-Crash Locations – New Strategies 7-7

Emphasis Area #8: Truck Crashes **8-1**
Truck Crashes – Existing Programs 8-2
Truck Crashes – New Strategies 8-8

Emphasis Area #9: Emergency Medical Services Delivery **9-1**
Emergency Medical Services Delivery – Existing Programs 9-2
Emergency Medical Services Delivery – New Strategies 9-4

Emphasis Area #10: Urban Area Crashes **10-1**
Urban Area Crashes – Existing Programs 10-2
Urban Area Crashes – New Strategies 10-3

Emphasis Area #11: Motorcycle Crashes **11-1**
Motorcycle Crashes – Existing Programs 11-2
Motorcycle Crashes – New Strategies 11-3

Emphasis Area #12: Older Driver Crashes **12-1**
Older Driver Crashes – Existing Programs 12-2
Older Driver Crashes – New Strategies 12-3

Emphasis Area #1. Safety Belt Use

Champion: Mike Cooney (State Senator) and Priscilla Sinclair (MDT–SHTSO)

Objective: Increase Safety Belt Usage to 90 Percent.

Performance Measures:

- **Annual statewide safety belt utilization for all roads; and**
- **Annual restraint use by occupant fatalities.**

Montana has secondary law enforcement for safety belt use, meaning that there must be another reason for stopping a vehicle other than noncompliance with safety belt laws before a violation can be charged. Although Montana ranks relatively high for overall seat belt usage among states with secondary law enforcement (80.0 percent in 2005 for all roads), NHTSA documentation shows that most states with a primary enforcement law have higher compliance rates. Montana has established a variety of programs to encourage safety belt use and proper utilization of child safety restraints. New strategies focus on the establishment of a primary safety belt law and targeted enforcement and education for low belt use populations.

Safety Belts

Existing Programs

Priority – Increase Safety Belt Usage to 90 Percent

Strat. No.	EDUCATION Current Strategies	Reference Document	Funding Agency	Implementing Agency	Overview of Actions	Effectiveness	
						NHTSA[1]	AASHTO[2]
1.	Annual Safety Belt Observation Study	MT Occupant Protection for Children Assessment Report 2005	Montana State Highway Traffic Safety Office (MDT-SHTSO)	MDT-SHTSO	Annual survey of belt use among drivers and front seat passengers.		
2.	Established position of State Lead Instructor for Child Passenger Safety	MT Occupant Protection for Children Assessment Report 2005	MDT-SHTSO	Missoula City/County Health Department	Leads planning and coordination of Child Passenger Safety (CPS) certification classes and assures class compliance with NHTSA and Safe Kids Certification Program policies and guidelines.		
3.	Missoula City Council Health Department to coordinate with local SKSC organizations	Highway Safety Plan (HSP) 2006	MDT-SHTSO	Missoula City Council Health Department	Coordinator will show locals how to: • Develop public service announcements (PSAs) on seat belts; • Work with law enforcement to get them involved in doing seatbelt overtime with national mobilizations; and • Conduct child safety seat training.	Proven (3.1)	Vol. 11: Proven (8.1 A1)
4.	Public information and education (PI&E) materials on occupant protection	HSP 2006	MDT-SHTSO	MDT-SHTSO	Fund and produce PI&E materials, manuals, brochures, pamphlets, flyers, poster, and other products on occupant protection that includes seatbelts and child passenger safety.	Proven (3.1)	Vol. 11: Proven (8.1 A2)
5.	Child Safety Seat Train the Trainers Workshops	HSP 2006 Healthy Mothers, Healthy Babies (HMHB) web site Safe Kids Worldwide	MDT-SHTSO	Montana Safe Kids Coalition	Safe Kids National: four basic steps for completing instructor candidacy: 1) Successfully meet all eligibility requirements; 2) Register and pay for candidacy; 3) Submit all required documentation for approval within six months of registration; and 4) Upon approval, successfully participate as an instructor for a certification course within one year of candidacy approval.	Proven (3.1)	Vol. 11: Tried (8.1 B3)

[1] Effectiveness evaluation taken from: Hedlund, James. Countermeasure That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices, NHTSA/GHSA, 2005. Strategy reference is shown in parentheses.

[2] Effectiveness evaluation taken from: AASHTO Strategic Highway Safety Plan. Report 500 Series, Volume 11 (Seatbelt Use), NCHRP. Strategy reference is shown in parentheses.

Priority – Increase Safety Belt Usage to 90 Percent (continued)

Strat. No.	EDUCATION Current Strategies	Reference Document	Funding Agency	Implementing Agency	Overview of Actions	Effectiveness	
						NHTSA[1]	AASHTO[2]
6.	Safe Kids Coalitions and Safe Kids Safe Communities local coalitions	HSP 2006	MDT-SHTSO/ HMHB	SKSC coalitions	85 percent of Montana's population is covered by SKSC Coalitions. Each coalition conducts: • Multiple occupant projection projects; • PI&E for public; • Support law enforcement during national campaigns; • "Saved by the Belt" awards programs; • Educational campaigns on proper installation of child safety seats; • Partner with local businesses during seatbelt mobilizations to provide incentives to drivers seen wearing seatbelts; • Use grants to purchase child restraints for distribution to low-income, underserved populations (with IHS); and • Encourage American Indians to join their coalitions or to establish their own SKSC.	Proven (3.1)	Vol. 11: Proven (8.1 A1)/ Tried (8.1 B1)
7	Child Safety Seat Inspection Stations	http://www.hmhb-mt.org/safekids/carseatlocation.htm	Local Communities	Local SKSC Coalitions	In Montana there are 18 permanent child safety seat inspection stations hosted by a variety of agencies, including Montana Highway Patrol, St. Peters Hospital, Ravalli County Public Health, and more/22 total inspection stations in 16 communities.		Vol. 11: Tried (8.1 B1)
8	Development of occupant protection law enforcement media messages	HSP 2006	MDT-SHTSO	MDT-SHTSO	Focus on male drivers of pickups (group is known for having lowest seatbelt usage rate in MT); targeted to largest media markets; and major news release campaign for National FFY 2006 May Mobilization seatbelt campaign involving MT DOT Director, Governor, and other dignitaries.	Proven (3.1)/ Uncertain (3.2)	Vol. 11: Proven (8.1 A2)
9.	Seatbelt Educational Ad Campaign	HSP 2006	MDT-SHTSO	MDT-SHTSO	Fund ad agency to produce and disseminate seatbelt educational messages to the public in FFY 2006 and air in FFY 2007 prior to the 2007 legislative session.	Proven (3.1)	Vol. 11: Proven (8.1 A2)

[1] Effectiveness evaluation taken from: Hedlund, James. Countermeasure That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices, NHTSA/GHSA, 2005. Strategy reference is shown in parentheses.

[2] Effectiveness evaluation taken from: AASHTO Strategic Highway Safety Plan. Report 500 Series, Volume 11 (Seatbelt Use), NCHRP. Strategy reference is shown in parentheses.

Priority – Increase Safety Belt Usage to 90 Percent (continued)

Strat. No.	EDUCATION Current Strategies	Reference Document	Funding Agency	Implementing Agency	Overview of Actions	Effectiveness	
						NHTSA[1]	AASHTO[2]
10.	Safety belt education efforts for American Indian and non-American Indian youth incarcerated at Pine Hills (Miles City) and Riverside (Boulder)	HSP 2006	MDT-SHTSO	Department of Corrections	Drivers education for incarcerated youth.	Proven (3.1)/ Uncertain (3.2)	Vol. 11: Proven (8.1 A2)
11.	American Indian Seatbelt Media Project	HSP 2006	MDT-SHTSO	MDT-SHTSO	(Current: Blackfeet, Assiniboine-Sioux, and Assiniboine-Gros Ventre FY 2006: Expand to additional reservations.) Help tribes develop partners with assistance of local interns to produce and distribute American Indian-related seatbelt messages using their own local media messages.	Proven (3.1)/ Uncertain (3.2)	Vol. 11: Proven (8.1 A2)
12.	Drivers' Education Curriculum	Curriculum Map	MDT-SHTSO	Office of Public Instruction	Drivers education curriculum being improved to incorporate behavioral changes to encourage safety belt usage by youth.	Proven (4.1)	
13.	Child Safety Seat Checkup Clinics	http://www.hmhb-mt.org/safekids/carseatlocation.htm	MDT-SHTSO	HMHB/Montana Safe Kids	Includes car seat clinics throughout the State training for potential installers to training. Montana Safe Kids operates a mobile car seat check-up van. More than 100 clinics are conducted each year in MT.	Proven (3.1)	Vol. 11: Proven (8.1 B2)/ Tried (8.1 B1, 8.1 B3)
14.	Montana's Child – Clearinghouse	http://www.hmhb-mt.org/mtchild.htm	MDT-SHTSO	HMHB	PI&E campaign that provides Montana families with a single point of access for community referral to needed services, including information on car seat, seat belt, and bicycle safety.	Proven (3.1)	Vol. 11: Tried (8.1 B1)/ Experimental (8.1 C1)
15.	Montana's Occupant Protection for Children Program	MT Occupant Protection for Children Assessment Report 2005	State and Safe Kids BuckleUp program grant funds	MDT-SHTSO, HMHB, SKSC, law enforcement, certified instructors, tribal representatives	Provides child passenger safety training; public information and outreach; fitting stations; and distribution programs. Partnerships between state and local community stakeholders. MDT provides motor vehicle crash and injury data to locals for development of programs.	Uncertain (3.2)	Vol. 11: Proven (8.1 A2, 8.1 B2) / Tried (8.1 B1)

[1] Effectiveness evaluation taken from: Hedlund, James. Countermeasure That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices, NHTSA/GHSA, 2005. Strategy reference is shown in parentheses.

[2] Effectiveness evaluation taken from: AASHTO Strategic Highway Safety Plan. Report 500 Series, Volume 11 (Seatbelt Use), NCHRP. Strategy reference is shown in parentheses.

Priority – Increase Safety Belt Usage to 90 Percent (continued)

Strat. No.	EDUCATION Current Strategies	Reference Document	Funding Agency	Implementing Agency	Overview of Actions	Effectiveness	
						NHTSA[1]	AASHTO[2]
16.	MT Occupant Protection for Children Assessment	MT Occupant Protection for Children Assessment Report 2005	GHSA, NHTSA	MDT-SHTSO, GHSA, NHTSA	GHSA, NHTSA, and MDT-SHTSO conducted an assessment of Occupant Protection for Children in the State of Montana. Report includes recommendations to the State and partnering agencies on ways to improve or expand occupant protection programs and services in Montana.		
17.	Child Safety Seat Program	E-mail from Dr. Kathy Masis, IHS with information from Jodee Dennison	Crow Service Unit, IHS	IHS	Crow Service Unit of IHS conducts child safety seat program for the hospital.	Proven (3.1)/ Uncertain (3.2)	Vol. 11: Proven (8.1 A2)
18.	Child Safety Seats	E-mail from Dr. Kathy Masis, IHS with information from J. Dennison	Fort Belknap Tribal Health Department, Tribal Sanitarian (IHS)	IHS	Child safety seats were purchased for the Public Health Nursing Program.	Proven (3.1)/ Uncertain (3.2)	Vol. 11: Proven (8.1 A2)
19.	Safe Kids Program	E-mail from Dr. Kathy Masis, IHS with information from Jodee Dennison	Wind River Service Unit, WR Service and Injury Prevention Resources-Wyoming		Child restraint safety seat program – Safe Kids Program; and Seat belt promotion project.	Proven (3.1)/ Uncertain (3.2)	Vol. 11: Proven (8.1 A2)
20.	Child Safety Seat Program	E-mail from Dr. Kathy Masis, IHS with information from Jodee Dennison	Arapaho Service Unit, IHS, Tribal Sanitarian	IHS	Child safety seat program.	Proven (3.1)/ Uncertain (3.2)	Vol. 11: Proven (8.1 A2)
21.	Purchase of Child Safety Seat	E-mail from Dr. Kathy Masis, IHS with information from Jodee Dennison	Fort Peck Service Unit	IHS	Provided funds to purchase child safety seat for the clinic.	Proven (3.1)/ Uncertain (3.2)	Vol. 11: Proven (8.1 A2)
22.	Injury Prevention Conference at Crow Reservation	E-mail from Dr. Kathy Masis, IHS with information from Jodee Dennison	IHS	IHS	IHS held an Injury Prevention Conference at the Crow Reservation; agenda topic was "Choosing to Live," Richard Malone, Sr. Medical Investigator from NM talked about seat belt use and motor vehicle injury.	Proven (3.1)/ Uncertain (3.2)	Vol. 11: Proven (8.1 A2)

[1] Effectiveness evaluation taken from: Hedlund, James. Countermeasure That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices, NHTSA/GHSA, 2005. Strategy reference is shown in parentheses.

[2] Effectiveness evaluation taken from: AASHTO Strategic Highway Safety Plan. Report 500 Series, Volume 11 (Seatbelt Use), NCHRP. Strategy reference is shown in parentheses.

Priority – Increase Safety Belt Usage to 90 Percent (continued)

Strat. No.	EDUCATION Current Strategies	Reference Document	Funding Agency	Implementing Agency	Overview of Actions	Effectiveness	
						NHTSA[1]	AASHTO[2]
23.	In Home Services Program and Public Health Home Services Program	Web and telephone call with Debbie Henderson, Public Health and Safety Division; Child Adolescent and Community Health	State	DPHHS, PHSD	To support trained personnel to provide home-visiting services to families with children younger than five. Services aim to improve parenting skills, increase education and employment; in some cases, more intense therapy is provided (including CPS education). (Additional calls to Jane Smilie and JoAnn Datson – unreturned thus far.)		Vol. 11: Proven (8.1 A2)
24.	Hospital "Grand Rounds" Tour		HMHB	HMHB	Presentations to healthcare professionals to understand their role in ensuring that children ride safety in motor vehicles. Will present research, videos, and demonstrations on impacts of motor vehicle crashes, how specialized equipment reduces injury, and optimal restraint systems. Presented at hospitals throughout the state.		

[1] Effectiveness evaluation taken from: Hedlund, James. Countermeasure That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices, NHTSA/GHSA, 2005. Strategy reference is shown in parentheses.

[2] Effectiveness evaluation taken from: AASHTO Strategic Highway Safety Plan. Report 500 Series, Volume 11 (Seatbelt Use), NCHRP. Strategy reference is shown in parentheses.

Priority – Increase Safety Belt Usage to 90 Percent (continued)

Strat. No.	ENFORCEMENT Current Strategies	Reference Document	Funding Agency	Implementing Agency	Overview of Actions	Effectiveness	
						NHTSA[1]	AASHTO[2]
25.	Special Traffic Enforcement Programs (STEP) focusing on occupant protection	HSP 2006	MDT-SHTSO	Police and Sheriff agencies, MT H.P.	Funds sustained overtime enforcement for occupant protection enforcement during national and state mobilizations.	Proven (2.1)	Vol. 11: Proven (8.1 A1)
26.	Pilot Project: STEP seatbelt enforcement overtime project on reservations	HSP 2006	MDT-SHTSO	MDT-SHTSO	MDT-SHTSO law enforcement liaison will manage contracted liaisons to help coordinate efforts between MTDOT Tribal Coordinator, tribal law enforcement, and other law enforcement agencies.	Proven (2.1)	Vol. 11: Proven (8.1 A1)
27.	DUI/Seat Belt Checkpoints	E-mail from Dr. Kathy Masis, IHS with information from Jodee Dennison	Crow Service Unit Sanitarian, Fort Belknap Tribal Health Department Sanitarian, Wind River Service Unit – WR Service and Injury Prevention Resources-Wyoming, Arapaho Service Unit Sanitarian (of IHS) with local tribal police	IHS	Coordination of random DUI/seat belt checkpoints with tribal police department.	Proven (2 1)	Vol. 11: Proven (8.1 A1)
28	Local Safety Programs		City and county budgets	Local Enforcement Agencies	Local funding is used for law enforcement efforts related to traffic safety.		
29.	Passing of HB35 in 2005 MT Legislative Session	Montana Highway Patrol 2004 Annual Report (dated April 2005)	State	Montana Highway Patrol	Legislation that allows new way of recruiting and retaining qualified individuals in the MHP; and opportunity to hire an additional 20 officers per year for the next four years.		

Note: Participants of the Increase Safety Belt Usage Action Team also should review the *State of Montana Occupant Protection for Children Assessment Report*, Montana Department of Transportation; September 18-22, 2005.

[1] Effectiveness evaluation taken from: Hedlund, James. Countermeasure That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices, NHTSA/GHSA, 2005. Strategy reference is shown in parentheses.

[2] Effectiveness evaluation taken from: AASHTO Strategic Highway Safety Plan. Report 500 Series, Volume 11 (Seatbelt Use), NCHRP. Strategy reference is shown in parentheses.

Safety Belts
New Strategies

CHAMPION: Name: Mike Cooney (State Senator) and Priscilla Sinclair (MDT–SHTSO) E-mail: mcooney@mt.gov Phone #: 841-2042	Sponsoring Agency	Agency Contact	Implementation Approach-Action Steps-When?	Agency Planning Documents or Procedures	Coordination/ Outreach Efforts	Funding Approach/ Needs/Sources	Implementation Oversight	Reporting Requirements	Evaluation/ Assessment Procedure
D. Increase safety belt usage to 90%	Implementation Team: MDT-SHTSO Rep., Spook Stang (MMCA), Col. Paul Grimstad (Hwy Patrol), Judge Greg Mohr, Bobbi Perkins (DPHHS, contact for STCC), Sen. Frank Smith, Myron Oats (Chippewa Cree Tribe), FMCA(?), Denise Harris (?)(AAA). Plus any others with expertise or interest.								
SB-2 Primary Safety Belt Law/Child Passenger Safety (35 votes) Enact primary safety belt enforcement law. Specific action items to support a legislative initiative were developed by Action Team. (NHTSA – Proven effectiveness)	Dept. of Justice will be sponsoring agency. Dept of Transportation will provide technical assistance.	Pam Bucy (DOJ) will draft the legislation. Draft will be shared with DOT and other stakeholders for edits and suggestion.	Mike has a message into Pam to discuss this with her and to agree to a timeframe for completion of draft.	1. Pam will draft legislation.	The Director of DOT and Attorney General have met and agreed on strategy for Bill sponsorship and drafting.	No identified funding needs at this point. DOT committed to fund the postcard education pieces and monthly mailings.	Mike Cooney	Success or failure of legislation.	Track success of building community, business, and law enforcement support for legislation.
	MDT	MDT–SHTSO	Offer technical and informational support as needed to sponsoring agency.	2. DOT will send informational seatbelt postcards to stakeholders beginning July 2006.	DOT will begin outreach technical education of stakeholders.	MDT-SHTSO	Mike Cooney		Track legislation.
SB-5 Targeted Education/ Enforcement in Low Belt Use Locations/Population Groups (22 votes) Identify and target enforcement and education to low belt use locations/ corridors with a high incidence of unbelted fatal and injury crashes and population groups. (Consultant suggestion)	MDT	MDT–SHTSO	Target Step grant activities in low-use areas/high-crash areas/ Identified low-use population groups.	Governors Highway Safety Plan.	Implementation team will begin outreach to business, law enforcement community and other interested stakeholders.	MDT-SHTSO	Priscilla Sinclair	Annually to NHTSA	Implementation success.
	MDT	MDT–SHTSO	Expand campaign targeted at Native American population groups to all reservations and high-concentration areas of Native Americans in Urban areas.	Governors Highway Safety Plan.	SKSC Coalitions will continue community outreach/ education on crash data and outcomes.	MDT-SHTSO	Priscilla Sinclair	Annually to NHTSA	Targeted audience reached.
	MDT	MDT–SHTSO	Increase use and campaign targeting young, male, truck driver population group, with focused effort in high-risk corridors/locations.	Governors Highway Safety Plan.	Work with Marketing agency to reach targeted audience.	MDT-SHTSO	Priscilla Sinclair	Annually to NHTSA	Targeted audience reached.

CHAMPION: Name: Mike Cooney (State Senator) and Priscilla Sinclair (MDT-SHTSO) E-mail: mcooney@mt.gov Phone #: 841-2042	Sponsoring Agency	Agency Contact	Implementation Approach-Action Steps-When?	Agency Planning Documents or Procedures	Coordination/ Outreach Efforts	Funding Approach/ Needs/Sources	Implementation Oversight	Reporting Requirements	Evaluation/ Assessment Procedure
D. Increase safety belt usage to 90% (continued)	Implementation Team: MDT-SHTSO Rep., Spook Stang (MMCA), Col. Paul Grimstad (Hwy Patrol), Judge Greg Mohr, Bobbi Perkins (DPHHS, contact for STCC), Sen. Frank Smith, Myron Oats (Chippewa Cree Tribe), FMCA(?), Denise Harris (?)(AAA). Plus any others with expertise or interest.								
	MDT	MDT- SHTSO	Work with local law enforcement/highway patrol on obtaining and sustaining new officers designated specifically for traffic enforcement.	Governor's highway safety Plan.	Work with Highway patrol/ local law enforcement.	MDT-SHTSO	Priscilla Sinclair	CHSP Committee annually	Implementation success and identification of sustainable funding
	MDT	MDT- SHTSO and MDT - Engineering	Expand the use of local statistics in educational and informational materials to stimulate increased public interest and awareness.	MDT-SHTSO Seat belt assessment.	Coordinate current data with public awareness efforts	MDT-SHTSO	Priscilla Sinclair	CHSP Committee annually	Publications with most current and appropriate data.
	MDT	MDT- SHTSO	Adopt quantifiable objectives and performance measures for evaluation and review of all occupant protection projects that clearly correlate with the State's program goals and objectives. Establish and provide examples of evaluation options in subgrants, such as pre and post evaluations or comparison data demonstrating a change in awareness, knowledge, and/or occupant protection behaviors	MDT- SHTSO Seat belt assessment.	Internal review of performance objectives as well as partner evaluation	MDT-SHTSO	Priscilla Sinclair	NHTSA/CHSP Committee	Status of objectives and performance measures
SB-6 Incentive Programs (5 Votes) Establish incentive programs for safety belt use. Rewards include cash, coupons for merchandise or food, T-shirts, and raffle tickets. (NHTSA – Proven effectiveness in low-belt use settings).	MDT/Law Enforcement	MDT- SHTSO	Include incentive programs with spot check programs.	Governor's Highway Safety Plan.	Law enforcement and MDT.	MDT-SHTSO	Priscilla Sinclair	NHTSA/CHSP Committee	Status of program.
	MDT	MDT- SHTSO	Seek grants or support from local businesses to sustain incentive programs aimed at increasing seatbelt use.		Public outreach.	Sustained funding mechanism	Priscilla Sinclair	CHSP Committee annually	Funding attainment.
	MDT/Law Enforcement	MDT- SHTSO	Develop a program to coordinate incentives for seat belt use with enforcement efforts		Law enforcement and MDT.	MDT-SHTSO	Priscilla Sinclair	NHTSA/CHSP Committee	Program development.
	MDT	MDT-SHTSO	Work with tribes to identify best mechanism for outreach efforts to include incentives for safety belt use for all Montana tribes.	MDT-SHTSO Seat belt assessment.	SKSC and the public.	MDT-SHTSO	Priscilla Sinclair	CHSP Committee annually	Increase outreach.

Emphasis Area #2. Alcohol- and Drug-Impaired Driving Crashes

Champion: **Judge Greg Mohr**

Objective: **Reduce Statewide Alcohol- and Drug-Impaired Fatal and Incapacitating Injury Crashes.**

Performance Measures:

- **Total annual alcohol- and drug-related fatalities;**
- **Annual alcohol- and drug-related fatality rate (per 100 M vehicle miles of travel); and**
- **Annual alcohol- and drug-related fatalities as a percent of all traffic fatalities.**

In 2004, 46.3 percent of all Montana traffic fatalities were alcohol-related. Montana's alcohol-related fatality rate (the number of alcohol-related traffic fatalities per hundred million VMT in Montana) was 0.95, a decrease of 18.8 percent over the previous year and 16.7 percent over the average of the preceding 5 years. Nevertheless, this rate is more than double the national rate (0.43 in 2004) and the second highest alcohol-related fatality rate in the United States.[1] Current programs to address impaired driving encompass numerous education, enforcement, engineering, and treatment programs at the state and local levels, recognizing the severity of the problem in Montana.

[1]South Dakota's alcohol fatality rate in 2004 was .98. (Source: FARS).

Alcohol- and Drug-Impaired Driving Crashes

Existing Programs

Priority – Reduce Statewide Alcohol- and Drug-Impaired Fatal and Incapacitating Injury Crashes

Strat. No.	EDUCATION Current Strategies	Reference Document	Funding Agency	Implementing Agency	Overview of Actions	Effectiveness	
						NHTSA[1]	AASHTO[2]
1.	Annual Highway Safety Planning Meeting	Impaired Driving Assessment	State Highway Traffic Safety Office (MDT-SHTSO)	MDT-SHTSO	MDT-SHTSO hosts annual highway safety planning meeting to establish program direction for next fiscal year		
2.	Increase DUI Task Forces	Highway Safety Plan (HSP) 2006	MDT-SHTSO	MDT-SHTSO	Support established DUI Task Forces and increase the number of local DUI Task Forces.		
3.	DUI Task Forces on Tribal Reservations	Impaired Driving Assessment	Indian Health Service's Injury Prevention Fund	Indian Health Service	Funds DUI Task Forces on two reservations; these task forces conduct several activities, including saturation patrols and safety mobilizations.		
4.	Semi-annual training for certification to teach Assessment Course, and Treatment (ACT)	HSP 2006	MDT-SHTSO	AMDD/CDB	MDT-SHTSO will fund semi-annual training for the certification of Licensed Addiction Counselors. MDT-SHTSO in collaboration with AMDD plans to develop a section of the training on cultural competency to address the American Indian population and other identified cultural needs.		
5.	Assessment, Course, and Treatment (ACT) Program	Impaired Driving Assessment	Self supporting	AMDD/CDB	A Licensed Addiction Counselor facilitates the ACT program. The program includes assessment, course and treatment. The course is a minimum of four 2-hour sessions taught by a Licensed Addiction Counselor. Treatment is required on second and/or a greater offense and referrals are made when the participant is identified to be in need of a treatment service.	Proven (4.1, 5.4)	Vol. 16: Tried (5.1 A4)/ Proven (5.1 C4)

[1] Effectiveness evaluation taken from: Hedlund, James. Countermeasure That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices, NHTSA/GHSA, 2005. Strategy reference is shown in parentheses.

[2] Effectiveness evaluation taken from: AASHTO Strategic Highway Safety Plan. Report 500 Series, Volume 11 (Seatbelt Use), NCHRP. Strategy reference is shown in parentheses.

Priority – Reduce Statewide Alcohol- and Drug-Impaired Fatal and Incapacitating Injury Crashes (continued)

Strat. No.	EDUCATION Current Strategies	Reference Document	Funding Agency	Implementing Agency	Overview of Actions	Effectiveness	
						NHTSA[1]	AASHTO[2]
6.	Contract Missoula Safe Kids Safe Communities (SKSC) Coordinator to help local SKSC organizations	HSP 2006	MDT-SHTSO	Missoula City Health Department to Coordinate with SKSC	Coordinator will show local organizations how to: • Conduct effective impaired driving programs, including alcohol server training; • Work with law enforcement to encourage them to conduct impaired driving overtime; and • How to develop local PI&E on impaired driving.	Likely (server training) (5.1) Proven (check-points and patrols)(2.1, 2.2) Proven (Mass Media Campaigns) (5.5)	Vol. 16: Proven (server training) (5.1 A2) Proven (check-points) (5.1 B1)/ Tried (patrols) (5.1 B2)
7	Promote protective factors	HSP 2006	MDT-SHTSO, AMDD/CDB , OPI	MDT-SHTSO, Office of Public Instruction (OPI), Safe and Drug Free School Coordinators, & AMDD/CDB	SHSTO to work with AMDD to collaborate on prevention (protective factor) activities with ATOD prevention funding sources and contracted programs		
8.	19 Regional Prevention Specialists	Impaired Driving Assessment	AMDD/CDB	AMDD/CDB	Prevention Specialist will assist the state and communities in implementing prevention programs to address impaired driving assessment. AMDD will work with MDT-SHTSO to develop a work plan in identified prevention events for prevention specialist to assist community coalitions in implementing or other activities as agreed upon by MDT-SHTSO and AMDD.		
9.	Produce Reference Materials & ACT Manual	HSP 2006	MDT-SHTSO, AMDD/CDB	AMDD/CDB	MDT-SHTSO will produce reference materials for use by safety professionals, DUI Task Forces, prosecutors, judges, SKSC local coalitions, ACT Licensed Addiction Counselors, and others. MDT-SHTSO to contract DPHHS for development of ACT Manual – manual to include culturally specific information for American Indian use.	Proven (Mass Media Campaign) (5.5)	

[1] Effectiveness evaluation taken from: Hedlund, James. Countermeasure That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices, NHTSA/GHSA, 2005. Strategy reference is shown in parentheses.

[2] Effectiveness evaluation taken from: AASHTO Strategic Highway Safety Plan. Report 500 Series, Volume 11 (Seatbelt Use), NCHRP. Strategy reference is shown in parentheses.

Priority – Reduce Statewide Alcohol- and Drug-Impaired Fatal and Incapacitating Injury Crashes (continued)

Strat. No.	EDUCATION Current Strategies	Reference Document	Funding Agency	Implementing Agency	Overview of Actions	Effectiveness	
						NHTSA[1]	AASHTO[2]
10.	SKSC Coalitions	HSP 2006	MDT-SHTSO	HMHB / contract local SKSC coalitions	SKSC coalitions: • Conduct impaired driving programs; • Use data to plan and develop impaired driving education programs for schools; • Campaigns will target certain high-risk population segments in each community; • Provide support to local law enforcement during national mobilizations; and • Conduct year round PI&E on impaired driving (including messages re: children communicate with parents about problems associated with impaired driving).	Likely (server training) (5.1) Proven (Check-points and patrols) (2.1, 2.2) Proven (Mass Media Campaigns) (5.5)	Vol. 16: Proven (server training) (5.1 A2) Proven (check-points) (5.1 B1)/ Tried (patrols) (5.1 B2)
11.	HMHB Clearinghouse	HSP 2006	MDT-SHTSO	HMHB	HMHB will continue clearinghouse service to supply informational handouts to the public about impaired driving (and other topics).		
12.	"Let's Control It" alcohol server training	HSP 2006	MT Department of Revenue/ MDT-SHTSO	SKSC	SKSC coalitions are expected to continue alcohol server training within their respective communities using the "Let's Control It" server training program.	Likely (respon-sible beverage service) (5.1)	Vol. 16: Proven (5.1 A2)
13.	"Home Free" designated driver program	HSP 2006	MDT-SHTSO /local businesses	SKSC / local businesses	"Home Free" designated driver program will use local data and available data from MDT-SHTSO that targets appropriate age group; will include health risk information and discourage over consumption; and work with local establishments to provide free non-alcoholic beverages or desserts to the designated driver.	Unknown (designated drivers) (5.3)	
14.	Encourage Native American participation in SKSC/development of SKSC	HSP 2006	MDT-SHTSO	SKSC	SKSC coalitions will encourage participation by American Indians and help American Indians with establishing their own SKSC on the reservations; including help with developing culturally sensitive impaired driving messages.		

[1] Effectiveness evaluation taken from: Hedlund, James. Countermeasure That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices, NHTSA/GHSA, 2005. Strategy reference is shown in parentheses.

[2] Effectiveness evaluation taken from: AASHTO Strategic Highway Safety Plan. Report 500 Series, Volume 11 (Seatbelt Use), NCHRP. Strategy reference is shown in parentheses.

Priority – Reduce Statewide Alcohol- and Drug-Impaired Fatal and Incapacitating Injury Crashes (continued)

Strat. No.	EDUCATION Current Strategies	Reference Document	Funding Agency	Implementing Agency	Overview of Actions	Effectiveness	
						NHTSA[1]	AASHTO[2]
15.	Enforcing Underage Drinking Laws Grant	Montana Prevention Resource Directory http://www.prevention.state.mt.us	MBCC	MBCC	Grant to reduce sale and consumption of alcohol by minors through increased enforcement, operations to check for sales of alcohol to minors by local merchants, alternative sentencing programs, training on alcohol sales, and community planning.		Vol. 16: Proven (server training) (5.1 A2)
16.	Community Incentive Program	Montana Prevention Resource Directory http://www.prevention.state.mt.us	AMDD/CDB	AMDD/CDB	To provide funds and/or technical assistance to support MT communities' capacity to prevent substance abuse. The Communities that Care program provides training and technical assistance to affect all five ICC goals. Services are provided to meet the needs of each reservation (culturally sensitive).		
17.	Substance Abuse Prevention and Treatment (SAPT) Grant	Montana Prevention Resource Directory http://www.prevention.state.mt.us	AMDD/CDB	AMDD/CDB	Funds State Approved Chemical Dependency Programs to provide substance abuse treatment and prevention services. Services are provided to meet the needs of each reservation (culturally sensitive).		
18.	Montana National Guard High School Drug Education Program	Montana Prevention Resource Directory http://www.prevention.state.mt.us	State	National Guard	Instructs and educates high school youth in the dangers of drug use, while providing insight and information which supports the students' ability to make good choices, recognize personal accountability for actions. The drug education covers both legal and illegal substances, and the program of instruction can be tailored to a high school's specific interest which might be based upon prevailing types of substance abuse at the locality versus the challenges another school or community may be facing.		
19.	WATCh Program	Impaired Driving Assessment	Department of Corrections	Department of Corrections and Community, Counseling and Correctional Services, Inc. (CCCS)	Warm Springs Alcohol Treatment and Change (WATCh) – addiction treatment program for DUI felons (4th DUI offence. 6-month inpatient treatment program plus aftercare. Also listed in report as *Addiction* Treatment and Change.	Proven (4.1, 5.4)	Vol. 16: Tried (5.1 A4)/ Proven (5.1 C4)
20.	Prosecutor Training	HSP 2006	MDT-SHTSO	MT County Attorney's Association (MCAA)	Training for prosecutors who prosecute DUI and Per Se Offenses on importance of presence during proceedings, purpose of having defendant's conviction record available at the time of hearing, etc.	Proven (court/ DWI offender monitoring) (3.4, 4.2)	

[1] Effectiveness evaluation taken from: Hedlund, James. Countermeasure That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices, NHTSA/GHSA, 2005. Strategy reference is shown in parentheses.

[2] Effectiveness evaluation taken from: AASHTO Strategic Highway Safety Plan. Report 500 Series, Volume 11 (Seatbelt Use), NCHRP. Strategy reference is shown in parentheses.

Priority – Reduce Statewide Alcohol- and Drug-Impaired Fatal and Incapacitating Injury Crashes (continued)

Strat. No.	EDUCATION Current Strategies	Reference Document	Funding Agency	Implementing Agency	Overview of Actions	Effectiveness	
						NHTSA[1]	AASHTO[2]
21.	Standard Field Sobriety Testing (SFST) Refresher Training	HSP 2006	MDT-SHTSO	MT Highway Patrol	MHP to provide SFST refresher training.		
22.	SFST Training for American Indian tribal law enforcement	HSP 2006	MDT-SHTSO	MT Law Enforcement Academy/State Crime Lab	MDT-SHTSO will fund American Indians to attend SFST training at the MT Law Enforcement Academy or regional SFST training. MDT-SHTSO will also contract MHP to conduct refresher training on the reservations.	Proven (sobriety checkpoints) (2.1)/Proven (use of PBTs) (2.4)	Vol. 16: Proven (5.1 B1, 5.1 B3) / Tried (5.1 B2)
23.	Drug Evaluation and Certification (DEC) Program	HSP 2006	MDT-SHTSO	MHP	MDT-SHSTO will provide funding for 3 MHP Officers to attend and complete DRE training		
24.	Law Enforcement Related Impaired Driving Media Messages	HSP 2006	MDT-SHTSO	Banik Communications	Develop and disseminate radio and TV messages and billboards; Impaired driving messages will focus on youth and adults and coincide with national mobilizations; Media coverage of approximately. 85 percent of the population.	Proven (5.5)	
25.	Public Survey of Impaired Driving Issues	HSP 2006	MDT-SHTSO	Banik Communications	Conduct survey asking publics' understanding of impaired driving issues and laws, such as.08 Blood Alcohol Content (BAC). Agency to develop and implement media campaign to support local SKSC coalitions.		
26.	American Indian Impaired Driving Media Project	HSP 2006	MDT-SHTSO	Banik Communications	Develop and implement American Indian impaired driving media campaign; ad agency will engage American Indian interns to manage project.	Proven (5.5)	
27.	Develop ACT (Assessment, Course, and Treatment) Program to meet the needs of American Indians	HSP 2006	MDT-SHTSO	AMDD	Pilot test American Indian version of ACT manual in 2006.	Proven (4.1, 5.4)	Vol. 16: Tried (5.1 A4)/ Proven (5.1 C4)

[1] Effectiveness evaluation taken from: Hedlund, James. Countermeasure That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices, NHTSA/GHSA, 2005. Strategy reference is shown in parentheses.

[2] Effectiveness evaluation taken from: AASHTO Strategic Highway Safety Plan. Report 500 Series, Volume 11 (Seatbelt Use), NCHRP. Strategy reference is shown in parentheses.

Priority – Reduce Statewide Alcohol- and Drug-Impaired Fatal and Incapacitating Injury Crashes (continued)

Strat. No.	EDUCATION Current Strategies	Reference Document	Funding Agency	Implementing Agency	Overview of Actions	Effectiveness	
						NHTSA[1]	AASHTO[2]
28.	Brief Screening and Interventions (BSI) Program	HSP 2006	EMS	EMS	MDT-SHTSO will support BSI program; BSI is proven to help reduce alcohol related injuries; funding to increase BSI programs in health settings and train those who request participation in the program.	Proven (4.1, 5.4)	Vol. 16: Tried (5.1 A4)/ Proven (5.1 C4)
29.	Open Container Education Media Messages	HSP 2006	MDT-SHTSO	Banik Communications	MDT-SHTSO will contract ad agency to develop and air open container education media messages in MT's seven largest media markets and a few smaller ones, will include radio, TV, newspaper, and printed educational materials.	Proven (Mass Media campaign) (5.5)/Uncertain (Open Air Container law) (1.4)	
30.	Impaired Driving Prevention Project	E-mail from Dr. Kathy Masis, Indian Health Service (IHS) with information from Jodee Dennison		Wind River Service Unit – WR Service and Injury Prevention Resources-Wyoming	Limited information provided.		
31.	Monthly DUI Task Force Committee Meetings	E-mail from Dr. Kathy Masis, IHS with information from Jodee Dennison		Crow Service Unit	Host monthly DUI Task Force Committee Meetings to address motor vehicle related injuries and other issues.		
32.	Injury Prevention Conference at Crow Reservation	E-mail from Dr. Kathy Masis, IHS with information from Jodee Dennison		IHS with Crow Service Unit	IHS held an Injury Prevention Conference at the Crow Reservation; agenda topic was "Choosing to Live," Richard Malone, Sr. Medical Investigator from NM talked about seat belt use and motor vehicle injury.		
33.	Free Ride Home Programs – urban areas	Impaired Driving Assessment	Various community coalitions, SKSC or DUI Task Forces, and/or local beverage distributor or alcohol vendors	Various community coalitions, SKSC or DUI Task Forces, and/or local beverage distributor or alcohol vendors	Local programs through out Montana have been developed to provide safer ides home and designated driver programs	Unknown (alternative transportation or designated drivers) (5.2, 5.3)	

[1] Effectiveness evaluation taken from: Hedlund, James. Countermeasure That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices, NHTSA/GHSA, 2005. Strategy reference is shown in parentheses.

[2] Effectiveness evaluation taken from: AASHTO Strategic Highway Safety Plan. Report 500 Series, Volume 11 (Seatbelt Use), NCHRP. Strategy reference is shown in parentheses.

Priority – Reduce Statewide Alcohol- and Drug-Impaired Fatal and Incapacitating Injury Crashes (continued)

Strat. No.	EDUCATION Current Strategies	Reference Document	Funding Agency	Implementing Agency	Overview of Actions	Effectiveness	
						NHTSA[1]	AASHTO[2]
34.	Montana Teen Driver Essential Knowledge and Skills Topics – Driver Education	Curriculum Map	MDT-SHTSO /OPI	OPI	Topic 5 Protecting Occupants; Topic 10 Good Habits for Reduced Risk Driving; Topic 30 Effects of Emotions and Disabilities; Topic 31 Alcohol and Drugs' Effect on Body; Topic 32 Alcohol and Drugs' Effect on the Driving Task; Topic 33 Saying "No" to Alcohol and Other Drugs; and Topic 34 Alcohol Involved Crashes and Montana Laws.		
35.	Students Against Destructive Decisions (SADD)	Impaired Driving Assessment SADD web site	Some schools	Chapters in some schools	SADD – youth-based education and prevention organization focusing on effective evidence-based prevention programming; various activities including information dissemination and access to local communities (see www.sadd.org).	Uncertain (6.3, 6.4)	
36.	Youth Risk Behavior Survey	Impaired Driving Assessment	OPI	OPI	Survey of middle- and high-school students conducted in odd years includes reports on drinking and driving and riding with drinking drivers		
37.	Prevention Needs Assessment Survey	Impaired Driving Assessment	AMDD/CDB	AMDD/CDB	Risk assessment survey of 8th, 10th and 12th graders throughout the state. This survey conducted during even years.		
38.	Substance Abuse Prevention Programs – "Life Skills Training" (LST)	Impaired Driving Assessment	Some schools	Individual schools	Science-based substance abuse prevention programs.	Proven (alcohol screening and brief intervention) (5.4)	
39.	Gallatin Responsive Interventions Partnership (GRIP)	Impaired Driving Assessment	Grant from Join Together (JTO) Demand Treatment Program	Gallatin County	Increase community leadership around alcohol as a health issue, provide information for community action, improve treatment quality, and end discrimination against people seeking treatment.		
40.	Judges Training		Court Administration				
41.	Licensing laws		DOJ	MVD	Train judges and licensing professionals on sanctions associated with impaired driving		

[1] Effectiveness evaluation taken from: Hedlund, James. Countermeasure That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices, NHTSA/GHSA, 2005. Strategy reference is shown in parentheses.

[2] Effectiveness evaluation taken from: AASHTO Strategic Highway Safety Plan. Report 500 Series, Volume 11 (Seatbelt Use), NCHRP. Strategy reference is shown in parentheses.

Priority – Reduce Statewide Alcohol- and Drug-Impaired Fatal and Incapacitating Injury Crashes (continued)

Strat. No.	EDUCATION Current Strategies	Reference Document	Funding Agency	Implementing Agency	Overview of Actions	Effectiveness	
						NHTSA[1]	AASHTO[2]
42.	Commercial Carrier Compliance with Federal Regulations	Federal Regulations/Commercial Vehicle Safety Plan (currently under development)	FMCSA	MCS	Sage Corporation Motor Carrier Services Division is under contract to provide "New Entrant" training to any entity wanting to enter the commercial carrier industry. Sage provides training to potential new carriers in the federal requirements for drug and alcohol testing and what they need to do to stay out of trouble. Also, the legislature granted approval to hire a person in Billings and a person in Missoula with specific "new entrant" responsibilities that include training on requirements of the federal drug and alcohol training and testing programs for all commercial carriers and most operators of OTR trucks.		

[1] Effectiveness evaluation taken from: Hedlund, James. Countermeasure That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices, NHTSA/GHSA, 2005. Strategy reference is shown in parentheses.

[2] Effectiveness evaluation taken from: AASHTO Strategic Highway Safety Plan. Report 500 Series, Volume 11 (Seatbelt Use), NCHRP. Strategy reference is shown in parentheses.

Priority – Reduce Statewide Alcohol- and Drug-Impaired Fatal and Incapacitating Injury Crashes (continued)

Strat. No.	ENFORCEMENT Current Strategies	Reference Document	Funding Agency	Implementing Agency	Overview of Actions	Effectiveness	
						NHTSA[1]	AASHTO[2]
43.	Montana Code Annotated 2005	61-8-714 Penalty for driving under the influence of alcohol or drugs		Courts, law enforcement	(Penalties for convictions without minor in vehicle) First conviction – Fine of $300 – $1,000; Mandatory 24 hours imprisonment, and up to 6 months. Imprisonment; imprisonment may be suspended for 1 year pending successful completion of court ordered chemical dependency assessment, education, or treatment. Second conviction – Fine $600 – $1,000; mandatory 48 hours imprisonment, and up to 6 months; Except for initial 5 days of imprisonment, term may be suspended for up to 1 year pending successful completion of chemical dependency treatment. Third conviction – Fine $1,000 – $5,000; mandatory 48 hours imprisonment, and up to 1 year imprisonment; Except for initial 10 days of imprisonment, term may e suspended for up to 1 year pending successful completion of chemical dependency treatment.	Proven (assessment) (4.1, 5.4)	Vol. 16: Proven (screen offenders for problems/treatment) (5.1 C4) / Proven (incarcerate offenders) (5.1 D4)
44.	DUI Conviction – License Suspension/ Revocation	Impaired Driving Assessment / What You Need to Know about ACT Brochure		Motor Vehicle Division, Courts, Law Enforcement	First Conviction DUI – License Suspension. Second Conviction DUI – License suspended for 1 year; no probationary license may be issued during that time; vehicle sanctions may be imposed – including impoundment, immobilization, or vehicle forfeiture. Commercial Driver's License (CDL) – No probationary license may be issues for operation of CMV.	Proven (ALR/ALS) (1.1)	Vol. 16: Proven (license suspension) (5.1 C1)
45.	Penalties at time of arrest for DUI – with CDL/61-8-806. Blood and breath tests of commercial vehicle operators – procedure – suspension	Impaired Driving Assessment / Montana Code Annotated 2005		Motor Vehicle Division, Courts, Law Enforcement	Administrative penalties at the time of arrest for violation of impaired driving laws for those holding Commercial Driver's License (CDL).		

[1] Effectiveness evaluation taken from: Hedlund, James. Countermeasure That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices, NHTSA/GHSA, 2005. Strategy reference is shown in parentheses.

[2] Effectiveness evaluation taken from: AASHTO Strategic Highway Safety Plan. Report 500 Series, Volume 11 (Seatbelt Use), NCHRP. Strategy reference is shown in parentheses.

Priority – Reduce Statewide Alcohol- and Drug-Impaired Fatal and Incapacitating Injury Crashes (continued)

Strat. No.	ENFORCEMENT Current Strategies	Reference Document	Funding Agency	Implementing Agency	Overview of Actions	Effectiveness	
						NHTSA[1]	AASHTO[2]
46.	61-5-212. Driving while license suspended or revoked – penalty – seizure of vehicle or rendering vehicle inoperable	Impaired Driving Assessment / What You Need to Know about ACT Brochure / Montana Code Annotated 2005		Motor Vehicle Division, Courts, Law Enforcement	Penalties may include: imprisonment for two days up to six months; fine of up to $500; additional year of license suspension or revocation; and six conviction points added to MT Motor Vehicle Record.		Vol. 2: Proven (incarcerate offenders) (2.1 D2)
47.	Graduated Driver Licensing (GDL)/61-5-132. *(Effective July 1, 2006)* Prerequisites for issuance of driver's license to minor	Impaired Driving Assessment / Montana Code Annotated 2006		Motor Vehicle Division, MT State Police, local law enforcement, OPI	Three Phases of Young Driver Training (under age of 18): 1) Learner's license or instruction permit (six months); 2) Restricted license (six months); and 3) Unrestricted license (eligible at age 18 or after 1 year of experience under the restricted license). ALSO: licensee must pass a roads or skills test; 50 hours of driving experience (10 hours at night) under supervision of authorized person; no citations for traffic violations or alcohol/drug offense; limits on driving between 11 p.m. and 5 a.m.; limits on number of passengers in vehicle.		
48.	61-8-460. Unlawful possession of open alcoholic beverage container in motor vehicle on highway	Montana Annotated Code 2005		Police and Sheriff agencies, MT Highway Patrol	A person commits the offense of unlawful possession of an open alcoholic beverage container in a motor vehicle if the person knowingly possesses an open alcoholic beverage container within the passenger area of a motor vehicle on a highway; and person convicted of unlawful possession of an open alcoholic beverage container in a motor vehicle shall be fined up to $100.	Uncertain (1.4)	

[1] Effectiveness evaluation taken from: Hedlund, James. Countermeasure That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices, NHTSA/GHSA, 2005. Strategy reference is shown in parentheses.

[2] Effectiveness evaluation taken from: AASHTO Strategic Highway Safety Plan. Report 500 Series, Volume 11 (Seatbelt Use), NCHRP. Strategy reference is shown in parentheses.

Priority – Reduce Statewide Alcohol- and Drug-Impaired Fatal and Incapacitating Injury Crashes (continued)

Strat. No.	ENFORCEMENT Current Strategies	Reference Document	Funding Agency	Implementing Agency	Overview of Actions	Effectiveness	
						NHTSA[1]	AASHTO[2]
49.	Special Traffic Enforcement Program (STEP) focusing on impaired driving enforcement – including Safety Spot Checks	HSP 2006	MDT-SHTSO	Police Departments and Sheriff Offices, MT Highway Patrol. Montana Sheriff's and Peace Officers Organization	Funds sustained overtime impaired driving enforcement and overtime patrols during national impaired driving mobilizations. MDT-SHTSO will actively recruit more law enforcement agencies to participate in STEP overtime. MT Highway Patrol will commit to conducting safety spot checks in strategic areas through the State. Highway Patrol can use stops to address seat belt usage violations and speed enforcement, as well.	Proven (2.1, 2.2)/Likely 2.3	Vol. 16: Proven (5.1 B1, 5.1 B3) / Tried (5.1 B2)
50.	Update of DUI equipment	HSP 2006	MDT-SHTSO	Police Department and Sheriff Offices, MT Highway Patrol.	MDT-SHTSO will fund purchase of updated DUI equipment for local police and sheriffs agencies that did not receive this equipment from MDT-SHTSO in past three years.	Depending on equipment: Proven (PBTs, Passive Sensors) (2.4, 2.5)	
51.	Supply DUI equipment to 2 or more reservations	HSP 2006	MDT-SHTSO	Tribal Law Enforcement	MDT-SHTSO will provide DUI related equipment to two or more reservations; in exchange for equipment, tribal governments will provide available traffic data from their reservation.	Depending on equipment: Proven (PBTs, Passive Sensors) (2.4, 2.5)	
52.	In-Car Video Cameras for Training	HSP 2006	MDT-SHTSO	MT Law Enforcement Academy	MDT-SHTSO will provide Law Enforcement Academy with in car video cameras for training purposes.		
53.	Local Safety Programs		City and County budgets	Local Enforcement Agencies	Local funding is used for law enforcement efforts related to traffic safety.	Proven (2.1, 2.2)/Likely 2.3	Vol. 16: Proven (5.1 B1, 5.1 B3) / Tried (5.1 B2)
54.	Compliance Checks	Impaired Driving Assessment	MBCC and Local Law Enforcement	Local Enforcement Agencies	Compliance checks are used by local law enforcement agencies to prevent the sale or service of alcoholic beverages to persons under the age of 21.	Varies (age 21 enforcement) (6.1)	Vol. 16 Proven (5.1 A2) / Tried (5.1 A3)
55.	Intoxilyzer 5000 breath testing devices	Impaired Driving Assessment	Montana Department of Justice	Montana Crime Lab	The State Crime Lab is responsible for maintaining Intoxilyzer 5000 breath testing devices (stationary device) throughout the State. Portable Breath Testing Devices (PBTs) are not admissible for evidentiary purposes, except in tribal court.	Proven (PBTs) (2.4)	

[1] Effectiveness evaluation taken from: Hedlund, James. Countermeasure That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices, NHTSA/GHSA, 2005. Strategy reference is shown in parentheses.

[2] Effectiveness evaluation taken from: AASHTO Strategic Highway Safety Plan. Report 500 Series, Volume 11 (Seatbelt Use), NCHRP. Strategy reference is shown in parentheses.

Priority – Reduce Statewide Alcohol- and Drug-Impaired Fatal and Incapacitating Injury Crashes (continued)

Strat. No.	ENFORCEMENT Current Strategies	Reference Document	Funding Agency	Implementing Agency	Overview of Actions	Effectiveness	
						NHTSA[1]	AASHTO[2]
56.	Cross-deputization Agreements	Impaired Driving Assessment	N/A	State and Tribal law enforcement agencies	Agreements specify that tribal or state officer may arrest any person for a crime where they otherwise would have the jurisdiction and that they will hold the person for the other law enforcement entity that actually has jurisdiction to cite the offender; Agreements are in place between: • Salish and Kootenai Tribes and the State; • Ft. Peck Tribes and the State; and • Blackfeet Tribe and MHP to allow the patrol to open a field office on the reservation.		
57.	DUI/Seat Belt Checkpoints	E-mail from Dr. Kathy Masis, IHS with information from Jodee Dennison		Crow Service Unit Sanitarian, Fort Belknap Tribal Health Dept. Sanitarian,, Arapaho Service Unit Sanitarian (of IHS) with local tribal law enforcement	Coordination of random DUI/seat belt checkpoints with tribal police department.	Proven (2.1, 2.2)/Likely 2.3	Vol. 16: Proven (5.1 B1, 5.1 B3) / Tried (5.1 B2)
58.	Alcohol Ignition Interlock Devices (AIID)	Impaired Driving Assessment	Offenders to cover costs	Local City , county and District Courts	Alcohol ignition interlock devices may be prescribed for DUI first offenses; and may be allowed or directed for repeat impaired driving offenders in lieu of vehicle forfeiture or immobilization.	Proven (4.3)	Vol. 16: Proven (5.1 D2)
59.	Montana Statute 61-8-732	Impaired Driving Assessment	Legislation	Sentencing Judge / Courts	A defendant convicted of a violation of DUI or a Per Se violation is required to complete: • A chemical dependency assessment; • A chemical dependency education course; and • Chemical dependency treatment on a second or subsequent conviction.	Proven (4.1, 5.4)	Vol. 16: Proven (5.1 C4)
60.	Licensing sanctions	Statutes (specific references?)	DOJ	MVD			

[1] Effectiveness evaluation taken from: Hedlund, James. Countermeasure That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices, NHTSA/GHSA, 2005. Strategy reference is shown in parentheses.

[2] Effectiveness evaluation taken from: AASHTO Strategic Highway Safety Plan. Report 500 Series, Volume 11 (Seatbelt Use), NCHRP. Strategy reference is shown in parentheses.

Priority – Reduce Statewide Alcohol- and Drug-Impaired Fatal and Incapacitating Injury Crashes (continued)

Strat. No.	ENFORCEMENT Current Strategies	Reference Document	Funding Agency	Implementing Agency	Overview of Actions	Effectiveness	
						NHTSA[1]	AASHTO[2]
61.	Adjudication practices		Court Administration				
62.	Random drug and alcohol testing		Commercial Motor Carriers	Commercial Motor Carriers	Required by law to conduct random drug and alcohol testing of drivers		
63.	Commercial Carrier Compliance with Federal Regulations	Federal Regulations/Commercial Vehicle Safety Plan (currently under development)	FMCSA	MCS	The Compliance Review process: • Check all the CDL's for all the driver's to ensure none are driving with an alcohol or drug related offense. • Check to ensure the carrier has all drivers and required personnel enrolled in an active drug testing program. • Check to ensure the carrier has all the required records of random drug testing required by law. • Check to ensure the carrier completes the mandatory drug and alcohol related pre-hire CDL history check from prior employers. • Check of all training records to ensure drivers are receiving their mandatory drug and alcohol related training. • Check Carrier insurance for all equipment they operate. If significant shortfalls are found, or it is determined there is intent to deceive, or alter or falsify records, an MCS enforcement officer is notified to have the carrier cited for non-compliance.		

[1] Effectiveness evaluation taken from: Hedlund, James. Countermeasure That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices, NHTSA/GHSA, 2005. Strategy reference is shown in parentheses.

[2] Effectiveness evaluation taken from: AASHTO Strategic Highway Safety Plan. Report 500 Series, Volume 11 (Seatbelt Use), NCHRP. Strategy reference is shown in parentheses.

Priority – Reduce Statewide Alcohol- and Drug-Impaired Fatal and Incapacitating Injury Crashes (continued)

Strat. No.	ENFORCEMENT Current Strategies	Reference Document	Funding Agency	Implementing Agency	Overview of Actions	Effectiveness	
						NHTSA[1]	AASHTO[2]
64.	Enforcement of Federal Regulations specific to Commercial Vehicle and alcohol (driving under the influence, possession, or consumption)	Federal Regulations/Commercial vehicle Safety Plan (currently under development)	FMCSA	MCS Enforcement Officers/Highway Patrol	A person commits the offense of unlawful possession of an alcoholic beverage in a commercial motor vehicle if the person possesses an alcoholic beverage container within the commercial motor vehicle on a highway; and person convicted of unlawful possession of an open alcoholic beverage container in a motor vehicle shall be fined and the vehicle placed out of service.		

[1] Effectiveness evaluation taken from: Hedlund, James. Countermeasure That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices, NHTSA/GHSA, 2005. Strategy reference is shown in parentheses.

[2] Effectiveness evaluation taken from: AASHTO Strategic Highway Safety Plan. Report 500 Series, Volume 11 (Seatbelt Use), NCHRP. Strategy reference is shown in parentheses.

Priority – Reduce Statewide Alcohol- and Drug-Impaired Fatal and Incapacitating Injury Crashes (continued)

Strat. No.	ENGINEERING Current Strategies	Reference Document	Funding Agency	Implementing Agency	Overview of Actions	Effectiveness	
						NHTSA[1]	AASHTO[2]
65.	Highway Safety Improvement Program (Encompasses former Safety Engineering Improvement Program (SEIP) and Hazard Elimination Safety Program (HES))	Traveler Safety Policy Paper, TRANPLAN 21 – 2002 Update Safety Engineering Improvement Program (seven-page document by Safety Management Section)	MDT Engineering, Traffic and Safety Bureau	MDT Engineering; Safety Management Section	The Highway Safety Improvement Program provides funds for safety improvements on all public roads and highways. These funds serve to eliminate or reduce the number and/or severity of traffic accidents at high accident locations and to encourage engineering improvements that address identified safety needs (based on crash data identified by state, county, local, and Federal ownership and identified by location and severity). While not specifically targeted to alcohol and drug-impaired crashes, HSIP projects can improve roadway conditions and eliminate hazards that contribute to alcohol and drug-impaired crashes.	Specific to each project/ treatment (Vol. 6)	

[1] Effectiveness evaluation taken from: Hedlund, James. Countermeasure That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices, NHTSA/GHSA, 2005. Strategy reference is shown in parentheses.

[2] Effectiveness evaluation taken from: AASHTO Strategic Highway Safety Plan. Report 500 Series, Volume 11 (Seatbelt Use), NCHRP. Strategy reference is shown in parentheses.

Priority – Reduce Statewide Alcohol- and Drug-Impaired Fatal and Incapacitating Injury Crashes (continued)

Strat. No.	EMERGENCY/ MEDICAL SERVICES Current Strategies	Reference Document	Funding Agency	Implementing Agency	Overview of Actions	Effectiveness	
						NHTSA[1]	AASHTO[2]
66.	Hospital-based intervention and screening programs	Impaired Driving Assessment	Hospitals	Hospitals	Four Level II trauma center hospitals – utilize brief intervention strategy with patients in ED or Trauma Wards; patients encouraged to recognize risks of DUI and moderate their alcohol consumption.	Proven (alcohol screening and brief intervention) (5.4)	Proven
67.	Brief Screenings and Interventions		EMS	Regional Trauma Task Forces	Doctors are trained to intervene with patients who have been admitted due to alcohol related crashes		
68.	Regional Trauma Task Forces		Local hospitals	Local hospitals	Regional teams are formed to plan strategies for the reduction of trauma within their region		

NOTES: Members of the Alcohol- and Drug-Impaired Driving Action Team should review the "Priority Recommendations" listed in *The State of Montana Impaired Driving Assessment*, May 22-27, 2005.

[1] Effectiveness evaluation taken from: Hedlund, James. Countermeasure That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices, NHTSA/GHSA, 2005. Strategy reference is shown in parentheses.

[2] Effectiveness evaluation taken from: AASHTO Strategic Highway Safety Plan. Report 500 Series, Volume 11 (Seatbelt Use), NCHRP. Strategy reference is shown in parentheses.

Alcohol- and Drug-Impaired Driving Crashes

New Strategies

CHAMPION: Name: Judge Greg Mohr E-mail: Phone #:	Sponsoring Agency	Agency Contact	Implementation Approach-Action Steps-When?	Agency Planning Documents or Procedures	Coordination/ Outreach Efforts	Funding Approach/ Needs/Sources	Implementation Oversight	Reporting Requirements	Evaluation/ Assessment Procedure
A. Reduce statewide alcohol-and drug-impaired fatal and incapacitating injury crashes	Implementation Team: Joan Cassidy (DPHHS), Audrey Allums (MDT-SHTSO), Myron Oats (Chippewa Cree Tribe), Steve B(?)(Hwy Patrol), Bobbi Perkins (DPHHS), Spook Stang (MMCA). Plus any others with expertise or interest.								
AL-4 Stronger Penalties for BAC Test Refusal Including Consistency Between Jurisdictions and State (23 votes) Establish stronger penalties for BAC test refusal than for test failure. Current penalty for 1st refusal is 6 month mandatory license suspension. (AASHTO – Tried; also recommended in NHTSA Impaired Driving Assessment; NHTSA - Proven)	Montana County Attorney's Association	Agency/ Organization/ Tribal Heads	Legislation	DMV/DOJ	Bill Sponsor	NHSTA Info to all states	Greg Mohr and Implementation Team	DMV/Courts	DMV/Courts/Highways Safety Office
AL-8 Monitoring of DUI offenders (15 votes) Monitor all convicted DWI offenders closely. Develop an Impaired Driver Tracking System including data on all DWI offenders' actions in the criminal justice, drivers licensing and treatment systems, – as it applies to all drivers including commercial motor vehicle drivers. (AASHTO – Proven; Impaired Driving Assessment; NHTSA - Proven)	DPHHS, DMV,Courts/Tribal Courts	Greg Noose, DOJ	Possible legislation or ARM Change	DMV/DOJ	Electronic reporting to responsible entities	Existing system in place	Greg Mohr/Implementation team	States report to Feds	NHTSA annual report
AL-15 Add Notice onto CMV License for any Incidence of Failed Drug/Alcohol/DUI Test (7 votes) Develop mechanism and process to be implemented that will identify to potential employers any incidence of failed drug/alcohol or DUI testing of applicant both in Montana and outside the state. (CTSP committee suggestion)	FMCA, DOT, Employers	DMV/Greg Noose/NHTSA	State to Fed MCA to Carriers		Coordination with all affected agencies	Existing system in Place	Greg Mohr/Implementation team	Employers, States	Annually assess State Federal – annually NHTSA - collects and transmits Employers report as information received to states/feds

Emphasis Area #3. Native American Crashes

Champion: Henri Headdress (Transportation Planner, Fort Peck Tribes)

Objective: Reduce Native American Fatalities.

Performance Measures:

- **Total annual Native American traffic fatalities; and**
- **Annual Native American traffic fatalities as a percent of all Montana traffic fatalities.**

Native Americans make up 6.2 percent of Montana's population, yet in 2005 they accounted for 13.5 percent of the State's fatalities. From 1996 to 2005, Native Americans comprised from 13.5 to 20.1 percent of the states fatalities. Approximately 65 percent of these fatalities were alcohol-related. Montana's tribal nations recognize the critical importance of highway safety and are actively participating in the identification and implementation of safety strategies on tribal lands.

Native American Crashes

Existing Programs

Priority – Reduce Native American Fatal Crashes

Strat. No.	EDUCATION Current Strategies	Reference Document	Funding Agency	Implementing Agency	Overview of Actions	Effectiveness	
						NHTSA[1]	AASHTO[2]
1.	Encourage Native American participation in SKSC/development of SKSC	HSP 2006	Montana Department of Transportation State Highway Traffic Safety Office (MDT-SHSTO)	SKSC	SKSC coalitions will encourage participation by American Indians and help American Indians with establishing their own SKSC on the reservations; including help with developing culturally sensitive impaired driving messages. 80 percent of Montana's population is covered by SKSC Coalitions. Each coalition conducts: • Multiple occupant projection projects; • PI&E for public; • Support law enforcement during national campaigns; • "Saved by the Belt" awards programs; • Educational campaigns on proper installation of child safety seats; and • Partner with local businesses during seatbelt mobilizations to provide incentives to drivers seen wearing seatbelts.	Proven (3.1)	Vol. 11: Proven (8.1 A1)/ Tried (8.1 B1)
2.	Public information and education (PI&E) materials on occupant protection	HSP 2006	MDT-SHSTO	MDT-SHSTO	Fund and produce PI&E materials, manuals, brochures, pamphlets, flyers, poster, and other products on occupant protection that includes seatbelts and child passenger safety.	Proven (3.1)	Vol. 11: Proven (8.1 A2)
3.	Development of occupant protection law enforcement media messages	HSP 2006	MDT-SHSTO	MDT-SHSTO	Focus on male drivers of pickups (group is known for having lowest seatbelt usage rate in MT); targeted to largest media markets; major news release campaign for National FFY 2006 May Mobilization seatbelt campaign involving MT DOT Director, Governor, and other dignitaries.	Proven (3.1)/ Uncertain	Vol. 11: Proven (8.1 A2)
4.	Seatbelt Educational Ad Campaign	HSP 2006	MDT-SHSTO	MDT-SHTSO	Fund ad agency to produce and disseminate seatbelt educational messages to the public in FFY 2006 and air in FFY2007 prior to the 2007 legislative session.	Proven (3.1)	Vol. 11: Proven (8.1 A2)

[1] Effectiveness evaluation taken from: Hedlund, James. Countermeasure That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices, NHTSA/GHSA, 2005. Strategy reference is shown in parentheses.

[2] Effectiveness evaluation taken from: AASHTO Strategic Highway Safety Plan. Report 500 Series, Volume 11 (Seatbelt Use), NCHRP. Strategy reference is shown in parentheses.

Priority – Reduce Native American Fatal Crashes (continued)

Strat. No.	EDUCATION Current Strategies	Reference Document	Funding Agency	Implementing Agency	Overview of Actions	Effectiveness	
						NHTSA[1]	AASHTO[2]
5.	Safety belt education efforts for American Indian and non-American Indian youth incarcerated at Pine Hills (Miles City) and Riverside (Boulder)	HSP 2006	MDT-SHSTO	Department of Corrections	Drivers education for incarcerated youth.	Proven (3.1)/ Uncertain (3.2)	Vol. 11: Proven (8.1 A2)
6.	American Indian Seatbelt Media Project	HSP 2006	MDT-SHSTO	Banik Communications	(Current: Blackfeet, Assiniboine-Sioux, and Assiniboine-Gros Ventre FY 2006: Expand to additional reservations.) Help tribes develop partners with assistance of local interns to produce and distribute American Indian-related seatbelt messages using their own local media messages.	Proven (3.1)/ Uncertain (3.2)	Vol. 11: Proven (8.1 A2)
7.	Drivers' Education Curriculum	Curriculum Map	MDT-SHSTO	Office of Public Instruction	Drivers education curriculum being improved to incorporate behavioral changes to encourage safety belt usage by youth.	Proven (4.1)	
8.	Child Safety Seat Checkup Clinics	http://www.hmhb-mt.org/safekids/carseatlocation.htm	MDT-SHSTO	HMHB	Includes car seat clinics throughout the State for potential installers to conduct training. Montana HMHB/ Safe Kids Coalition operates a mobile car seat checkup van.	Proven (3.1)	Vol. 11: Proven (8.1 B2) /Tried (8.1 B3)
9.	Montana's Child – Clearinghouse	http://www.hmhb-mt.org/mtchild.htm	MDT-SHSTO	HMHB	PI&E campaign that provides Montana families with a single point of access for community referral to needed services, including information on car seat, seat belt, and bicycle safety.	Proven (3.1)	Vol. 11: Proven (8.1 B1)
10.	Billings Area Indian Health Service	http://www.ihs.gov/FacilitiesServices/AreaOffices/billings/index.asp	HIS	Billings Area HIS	Provides services to Native American people living in Montana and Wyoming; seven service units in Montana (Blackfeet, Crow, Flathead, Fort Belknap, Fort Peck, Northern Cheyenne, and Rocky Boy).		

[1] Effectiveness evaluation taken from: Hedlund, James. Countermeasure That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices, NHTSA/GHSA, 2005. Strategy reference is shown in parentheses.

[2] Effectiveness evaluation taken from: AASHTO Strategic Highway Safety Plan. Report 500 Series, Volume 11 (Seatbelt Use), NCHRP. Strategy reference is shown in parentheses.

Priority – Reduce Native American Fatal Crashes (continued)

Strat. No.	EDUCATION Current Strategies	Reference Document	Funding Agency	Implementing Agency	Overview of Actions	Effectiveness	
						NHTSA[1]	AASHTO[2]
11.	Billings Area Urban Programs	http://www.ihs.gov/FacilitiesServices/AreaOffices/billings/index.asp	Billings Area HIS contracts with five nonprofit corporations to provide a variety of levels of health care	Individual nonprofit corporations	Provide substance abuse counseling/treatment; provide transportation for patients. • Indian Health Board of Billings, Inc. (Billings) • Helena Indian Alliance (Helena) • Native American Center, Inc. (Great Falls) • Missoula Indian Center (Missoula) • North American Indian Alliance (Butte)	Proven (4.1, 5.4)	Vol. 16: Tried (5.1 A4)/ Proven (5.1 C4)
12.	Child Safety Seat Program	E-mail from Dr. Kathy Masis, HIS with information from Jodee Dennison	Crow Service Unit, HIS		Crow Service Unit of HIS conducts child safety seat program for the hospital.	Proven (3.1)/ Uncertain (3.2)	Vol. 11: Proven (8.1 A2)
13.	Child Safety Seats	E-mail from Dr. Kathy Masis, HIS with information from J. Dennison	Fort Belknap Tribal Health Department, Tribal Sanitarian (HIS)		Child safety seats were purchased for the Public Health Nursing Program.	Proven (3.1)/ Uncertain (3.2)	Vol. 11: Proven (8.1 A2)
14.	Safe Kids Program	E-mail from Dr. Kathy Masis, HIS with information from Jodee Dennison	Wind River Service Unit, WR Service and Injury Prevention Resources-Wyoming		Child restraint safety seat program – Safe Kids Program; and Seat belt promotion project.	Proven (3.1)/ Uncertain (3.2)	Vol. 11: Proven (8.1 A2)
15.	Child safety seat program	E-mail from Dr. Kathy Masis, HIS with information from Jodee Dennison	Arapaho Service Unit, HIS, Tribal Sanitarian		Child safety seat program.	Proven (3.1)/ Uncertain (3.2)	Vol. 11: Proven (8.1 A2)
16.	Purchase of Child Safety Seat	E-mail from Dr. Kathy Masis, HIS with information from Jodee Dennison	Fort Peck Service Unit		Provided funds to purchase child safety seat for the clinic.	Proven (3.1)/ Uncertain (3.2)	Vol. 11: Proven (8.1 A2)

[1] Effectiveness evaluation taken from: Hedlund, James. Countermeasure That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices, NHTSA/GHSA, 2005. Strategy reference is shown in parentheses.

[2] Effectiveness evaluation taken from: AASHTO Strategic Highway Safety Plan. Report 500 Series, Volume 11 (Seatbelt Use), NCHRP. Strategy reference is shown in parentheses.

Priority – Reduce Native American Fatal Crashes (continued)

Strat. No.	EDUCATION Current Strategies	Reference Document	Funding Agency	Implementing Agency	Overview of Actions	Effectiveness	
						NHTSA[1]	AASHTO[2]
17.	Injury Prevention Conference at Crow Reservation	E-mail from Dr. Kathy Masis, IHS with information from Jodee Dennison	IHS		IHS held an Injury Prevention Conference at the Crow Reservation; agenda topic was "Choosing to Live," Richard Malone, Sr. Medical Investigator from NM talked about seat belt use and motor vehicle injury.	Proven (3.1)/ Uncertain (3.2)	Vol. 11: Proven (8.1 A2)
18.	Information deleted						
19.	Impaired driving media message for Native American males 18 to 34 years of age	MT 402 Program FFY2005, Combined Performance and Highway Safety Plan	MDT-SHSTO	Banik Communications	Pilot project for two or more Indian reservations; focus on Native American males 18 to 34 years of age.	Proven (5.5)	
20	Update ACT Curriculum for cultural appropriateness	HSP 2006	MDT-SHSTO	Addictive and Mental Disorders Division (DPHHS)	Pilot test American Indian version of ACT manual in 2006.	Proven (4.1, 5.4)	Vol. 16: Tried (5.1 A4)/ Proven (5.1 C4)
21.	Blackfoot/Crystal Creek Lodge is state-approved to provide residential treatment and has submitted an application to AMDD/CDB to become state-approved for ACT.				Only reservation in Montana who is state-approved to provide residential treatment and has submitted an application to AMDD/CDB to become state-approved for ACT services.		
22	Semi-Annual train-the-trainers' certification for Assessment, Course, and Treatment (ACT)	HSP 2006	MDT-SHSTO	AMDD	MDT-SHTSO will coordinate semi-annual train-the-trainers' certification training for Assessment, Course, and Treatment (ACT) chemical dependency counselors. MDT-SHTSO working with AMDD to develop American Indian version of the ACT training and train-the-trainers' course.		
23.	Encourage Native Americans to join DUI Task Forces	HSP 2006	MDT-SHSTO IHS	MDT-SHSTO IHS Local DUI Task Forces	Proposed for FY 2006. DUI Task Forces are currently on Fort Belknap and Crow Reservations supported by IHS	Uncertain (6.4)	
24	DUI Task Forces on Tribal Reservations	Impaired Driving Assessment		Indian Health Service's Injury Prevention Fund	Funds DUI Task Forces on two reservations.	Uncertain (6.4)	

[1] Effectiveness evaluation taken from: Hedlund, James. Countermeasure That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices, NHTSA/GHSA, 2005. Strategy reference is shown in parentheses.

[2] Effectiveness evaluation taken from: AASHTO Strategic Highway Safety Plan. Report 500 Series, Volume 11 (Seatbelt Use), NCHRP. Strategy reference is shown in parentheses.

Priority – Reduce Native American Fatal Crashes (continued)

Strat. No.	EDUCATION Current Strategies	Reference Document	Funding Agency	Implementing Agency	Overview of Actions	Effectiveness	
						NHTSA[1]	AASHTO[2]
25.	American Indian and non-American Indian judges and prosecutors training	HSP 2006	MDT-SHSTO	MDT-SHSTO, MT Supreme Court Administration	MDT-SHTSO will fund training for judge, prosecutors, and law enforcement personnel re: impaired driving problems throughout MT's court system.		
26.	Survey of American Indian Judges	HSP 2006	MDT-SHSTO	Banik Communications	Identify current practices on the reservations and identify the leaders that can implement change in Tribal Traffic Codes; survey to establish baseline; MDT-SHTSO will meet with Montana Wyoming Tribal Judges Association to discuss current state of Tribal Courts in relation to traffic law. Tribal judges will be invited to participate in District Court Judges and COLJ Judges training. MDT-SHTSO to fund travel costs for American Indian Judges from each reservation to participate in training.		
27.	Indian Education Department – Indian Education Coordinators	Impaired Driving Assessment		Great Falls School District	Provide mental health screening and support services for students and families who demonstrate risk factors for substance abuse.	Proven (4.1, 5.4)	Vol. 16: Tried (5.1 A4)
28.	Mentoring Programs, Character Education, and Protecting You Protecting Me (MADD program)	Impaired Driving Assessment		Some schools with significant Native American student populations	Protecting You/Protecting Me program aims to give students essential knowledge and skills that: Increase their non-use attitudes and decisions; Increase their intentions not to ride with an impaired driver; Improve their ability to protect themselves when they have no option but to ride with a driver who is not alcohol-free.	Uncertain (6.3, 6.4) (insufficient evidence to determine effectiveness of youth programs)	
29.	Blackfoot/Crystal Creek Lodge is state-approved to provide residential treatment and has submitted an application to AMDD/CDB to become state-approved for ACT	Impaired Driving Assessment	IHS through P.L. 638 program assumed by the tribe	Blackfoot tribe	Only reservation in Montana who is state-approved to provide residential treatment and has submitted an application to AMDD/CDB to become state-approved for ACT services	Proven (4.1, 5.4)	Vol. 16: Tried (5.1 A4)/ Proven (5.1 C4)

[1] Effectiveness evaluation taken from: Hedlund, James. Countermeasure That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices, NHTSA/GHSA, 2005. Strategy reference is shown in parentheses.

[2] Effectiveness evaluation taken from: AASHTO Strategic Highway Safety Plan. Report 500 Series, Volume 11 (Seatbelt Use), NCHRP. Strategy reference is shown in parentheses.

Priority – Reduce Native American Fatal Crashes (continued)

Strat. No.	EDUCATION Current Strategies	Reference Document	Funding Agency	Implementing Agency	Overview of Actions	Effectiveness	
						NHTSA[1]	AASHTO[2]
30.	Montana Tribal Safety Conscious Planning Forum	Forum Report, June 2005	MDT, FHWA	MDT, FHWA	Montana Tribal SCP Forum conducted to foster communication and collaboration among Montana's seven tribal reservations, MT Governor's Office, MDT, FHWA, and NHTSA – focus to save lives and reduce over-representation of American Indians in Montana's crash statistics; and learn more about safety problems in and around the reservations and begin discussion of potential counter measures.		
31.	Promote protective factors	HSP 2006	MDT-SHSTO and AMDD/CDB OPI	MDT-SHSTO, Public Instruction (OPI), Safe and Drug Free School Coordinators & AMDD/CDB	SHSTO to work with AMDD to collaborate on prevention (protective factor) activities with ATOD prevention funding sources and contracted programs.		
32.	Produce Reference Materials & ACT Manual	HSP 2006	MDT-SHSTO, AMDD/CDB	AMDD/CDB	MDT-SHTSO will produce reference materials for use by safety professionals, DUI Task Forces, prosecutors, judges, SKSC local coalitions, ACT Licensed Addiction Counselors, and others. MDT-SHTSO to contract DPHHS for development of ACT Manual – manual to include culturally specific information for American Indian use.		
33.	Community Incentive Program	Montana Prevention Resource Directory http://www.prevention.state.mt.us	AMDD/CDB	AMDD/CDB	To provide funds and/or technical assistance to support MT communities' capacity to prevent substance abuse. The Communities That Care program provides training and technical assistance to affect all five ICC goals. Services are provided to meet the needs of each reservation (culturally sensitive)		
34.	Substance Abuse Prevention and Treatment (SAPT) Grant	Montana Prevention Resource Directory http://www.prevention.state.mt.us	AMDD/CDB	AMDD/CDB	Funds State Approved Chemical Dependency Programs to provide substance abuse treatment and prevention services. Services are provided to meet the needs of each reservation (culturally sensitive)		

[1] Effectiveness evaluation taken from: Hedlund, James. Countermeasure That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices, NHTSA/GHSA, 2005. Strategy reference is shown in parentheses.

[2] Effectiveness evaluation taken from: AASHTO Strategic Highway Safety Plan. Report 500 Series, Volume 11 (Seatbelt Use), NCHRP. Strategy reference is shown in parentheses.

Priority – Reduce Native American Fatal Crashes (continued)

Strat. No.	EDUCATION Current Strategies	Reference Document	Funding Agency	Implementing Agency	Overview of Actions	Effectiveness	
						NHTSA[1]	AASHTO[2]
35.	BIA Safety Management System (also referenced in *Enforcement* section)	Craig Genzlinger (FHWA); "Safety Management Systems for Indian Lands Implementation Plan (Draft)"	FHWA	BIA	Draft plan has been circulated to tribes; plan to be officially released Summer, 2006. Will include data management, run-off-the-road crash, DWI, and young driver programs.		

[1] Effectiveness evaluation taken from: Hedlund, James. Countermeasure That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices, NHTSA/GHSA, 2005. Strategy reference is shown in parentheses.

[2] Effectiveness evaluation taken from: AASHTO Strategic Highway Safety Plan. Report 500 Series, Volume 11 (Seatbelt Use), NCHRP. Strategy reference is shown in parentheses.

Priority – Reduce Native American Fatal Crashes (continued)

Strat. No.	ENFORCEMENT Current Strategies	Reference Document	Funding Agency	Implementing Agency	Overview of Actions	Effectiveness	
						NHTSA[1]	AASHTO[2]
36.	Special Traffic Enforcement Programs (STEP) focusing on occupant protection	HSP 2006	MDT-SHSTO	Police and Sheriff agencies, MHP.	Funds sustained overtime enforcement for occupant protection enforcement and national and state mobilizations.	Proven (2.1)	Vol. 11: Proven (8.1 A1)
37.	Pilot Project: STEP seat belt enforcement overtime project on reservations	HSP 2006	MDT-SHSTO	MDT-SHSTO	MDT-SHTSO law enforcement liaison will manage contracted liaisons to help coordinate efforts between MTDOT Tribal Coordinator, tribal law enforcement, and other law enforcement agencies.	Proven (2.1)	Vol. 11: Proven (8.1 A1)
38.	DUI/Seat Belt Checkpoints	E-mail from Dr. Kathy Masis, IHS with information from Jodee Dennison	Crow Service Unit Sanitarian, Fort Belknap Tribal Health Dept. Sanitarian, Wind River Service Unit – WR Service and Injury Prevention Resources –Wyoming, Arapaho Service Unit Sanitarian (of HIS) with local tribal police	IHS	Coordination of random DUI/seat belt checkpoints with tribal police department.	Proven (2.1)	Vol. 11: Proven (8.1 A1)
39.	SFST Training for American Indian tribal law enforcement	HSP 2006	MDT-SHSTO	MT Law Enforcement Academy/State Crime Lab	MDT-SHTSO will fund American Indians to attend SFST training at the MT Law Enforcement Academy or regional SFST training. MDT-SHTSO will also contract MHP to conduct refresher training on the reservations.	Proven (sobriety checkpoints) (2.1)/Proven (use of PBTs) (2.4)	Vol. 16: Proven (5.1 B1, 5.1 B3) / Tried (5.1 B2)
40.	Law enforcement liaison to encourage American Indian tribal participation in STEP	HSP 2006	MDT-SHSTO	MDT-SHSTO	Law enforcement liaisons will encourage two or more American Indian tribes to participate in STEP program by conducting impaired driving overtime activities on the reservations.	Proven – arrests (2.2)	

[1] Effectiveness evaluation taken from: Hedlund, James. Countermeasure That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices, NHTSA/GHSA, 2005. Strategy reference is shown in parentheses.

[2] Effectiveness evaluation taken from: AASHTO Strategic Highway Safety Plan. Report 500 Series, Volume 11 (Seatbelt Use), NCHRP. Strategy reference is shown in parentheses.

Priority – Reduce Native American Fatal Crashes (continued)

Strat. No.	ENFORCEMENT Current Strategies	Reference Document	Funding Agency	Implementing Agency	Overview of Actions	Effectiveness	
						NHTSA[1]	AASHTO[2]
41.	Supply DUI equipment to two or more reservations	HSP 2006	MDT-SHSTO	MDT-SHSTO	MDT-SHTSO will provide DUI-related equipment to two or more reservations; in exchange for equipment, tribal governments will provide available traffic data from their reservation.		
42.	Increased law enforcement	Craig Genzlinger (FHWA)	[Craig will check with Crow]	Crow Reservation with BIA, MT HP, Bureau of Fish and Game, and local sheriff's offices	Intensive effort which includes frequent and visible sobriety checkpoints and designated drivers. Has resulted in significant reduction in fatal crashes. Have produced documentary video describing the program.	Proven (2.1)/ Designated Drivers – Unknown (5.3)	Vol. 16: Proven (5.1 B1, 5.1 B3) / Tried (5.1 B2)
43.	STEP Enforcement	HSP 2006	MDT-SHSTO	Tribal Law Enforcement	Tribal Law Enforcement will develop and implement traffic safety plans		
44.	Law Enforcement DUI Task Force	BIA FY06 Highway Safety Plan	BIA	BIA Traffic Safety (Indian Highway Safety Program)	Three Montana Tribes have begun efforts to make an impact on Impaired Driving on their respective reservations by developing a "roving" task force. The task force, a first in Indian Country, includes the Rocky Boy, Fort Peck and Crow Tribes is specifically targeting traffic safety and risky driving behaviors on these reservations. Includes traffic patrols, checkpoints and saturation patrols, and training in SFST, radar, and saturation patrol/checkpoint methods. The ***American Indian Law Enforcement DUI Task Force*** consist of 5 patrol officers, 1 Sergeant and a Captain		
45.	Traffic Enforcement		BIA	LEA's on Fort Peck, Rocky Boy, Crow and Northern Cheyenne Reservations	Traffic Enforcement Officers provided full time traffic enforcement.		
46.	BIA Safety Management System	Craig Genzlinger (FHWA); "Safety Management Systems for Indian Lands Implementation Plan (Draft)"	FHWA	BIA	Draft plan has been circulated to tribes; plan to be officially released Summer, 2006. Will include data management, run-off-the-road crash, DWI, and young driver programs.		

[1] Effectiveness evaluation taken from: Hedlund, James. Countermeasure That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices, NHTSA/GHSA, 2005. Strategy reference is shown in parentheses.

[2] Effectiveness evaluation taken from: AASHTO Strategic Highway Safety Plan. Report 500 Series, Volume 11 (Seatbelt Use), NCHRP. Strategy reference is shown in parentheses.

Priority – Reduce Native American Fatal Crashes (continued)

Strat. No.	ENFORCEMENT Current Strategies	Reference Document	Funding Agency	Implementing Agency	Overview of Actions	Effectiveness	
						NHTSA[1]	AASHTO[2]
47.	Healing to Wellness Court	Impaired Driving Assessment; "Tribal Healing to Wellness Courts: The Key Components" (U.S. Department of Justice)		Fort Peck Blackfeet	Federal grant to start this program for youthful offenders, which is structured to hold kids and families accountable and use culturally appropriate strategies to build sense of community and responsibility. Concept involves leveraging the coercive power of criminal justice system to achieve abstinence and alter criminal behavior through intensive judicial supervision, treatment, mandatory drug testing, incentives, escalating sanctions, case management, and strong aftercare programs.	Uncertain (6.3, 6.4) (insufficient evidence to determine effectiveness of youth programs)	
48.	Traffic Accident Reporting by Tribal Governments and BIA	Traffic Accident Reporting on Indian Reservations in Montana (TARS)	Indian Highway Safety Program (IHSP)	BIA, Tribes, and the State (MDT, MHP, MVD) (IHS – collects data on individuals admitted to IHS hospitals and clinics on the Reservations)	Tribes recognize importance of collecting and reporting crash data, but have concerns about sharing personal identifier information. Some are developing ways of sharing data with the State (removing personal ID): • Fort Peck – Assiniboine Sioux Tribes – working with MHP • Chippewa Cree Tribes, Rocky Boy – internal data collection; not sharing with the State • Blackfeet, Blackfeet Tribal Council – cooperative agreement with MHP for accident reporting • Fort Belknap, Fort Belknap Community Council – not sharing data with the State • Northern Cheyenne Tribe – support accident reporting; concern about personal ID data • Crow Tribe – supportive of accident data reporting to MHP IHSP has funded purchase and implementation of CISCO crash reporting systems on Crow, Northern Cheyenne, Fort Peck, and Rocky Boy. At present, systems are not fully functional. MDT considering funding similar systems on remaining reservations.		

[1] Effectiveness evaluation taken from: Hedlund, James. Countermeasure That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices, NHTSA/GHSA, 2005. Strategy reference is shown in parentheses.

[2] Effectiveness evaluation taken from: AASHTO Strategic Highway Safety Plan. Report 500 Series, Volume 11 (Seatbelt Use), NCHRP. Strategy reference is shown in parentheses.

Priority – Reduce Native American Fatal Crashes (continued)

Strat. No.	ENGINEERING Current Strategies	Reference Document	Funding Agency	Implementing Agency	Overview of Actions	Effectiveness	
						NHTSA[1]	AASHTO[2]
49.	Indian Reservation Road Program	Craig Genzlinger (FHWA)	FHWA	BIA	Funding for safety improvement projects on tribal lands		
50.	Highway Safety Improvement Program (Encompasses former Safety Engineering Improvement Program (SEIP) and Hazard Elimination Safety Program (HES))	Traveler Safety Policy Paper, TRANPLAN 21 – 2002 Update Safety Engineering Improvement Program (seven-page document by Safety Management Section)	MDT Engineering, Traffic and Safety Bureau	MDT Engineering; Safety Management Section	The Highway Safety Improvement Program provides funds for safety improvements on all public roads and highways. These funds serve to eliminate or reduce the number and/or severity of traffic accidents at high accident locations and to encourage engineering improvements that address identified safety needs (based on crash data identified by state, county, local, and Federal ownership and identified by location and severity). While not specifically targeted to Native American crashes, HSIP projects can improve roadway conditions and eliminate hazards that contribute to crashes involving Native Americans.	Specific to each project/ treatment (Vol. 6)	

NOTE: Participants of Reduce Native American Fatal Crashes Action Team should review: *Traffic Accident Reporting on Indian Reservations in Montana (TARS)*, by Cordell Ringel for the Western Transportation Institute, July 2003. *Montana Tribal Safety Conscious Planning Forum Report*, Montana Department of Transportation and Federal Highway Administration, prepared by Cambridge Systematics, June 2005.

[1] Effectiveness evaluation taken from: Hedlund, James. Countermeasure That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices, NHTSA/GHSA, 2005. Strategy reference is shown in parentheses.

[2] Effectiveness evaluation taken from: AASHTO Strategic Highway Safety Plan. Report 500 Series, Volume 11 (Seatbelt Use), NCHRP. Strategy reference is shown in parentheses.

Native American Crashes

New Strategies

CHAMPION: NAME: Henri Headdress, Transportation Planner E-mail: hheaddress@fortpecktribes.org Phone 406-768-5155 ex.321 Assistant: Cordell Ringel, Transportation Consultant Phone: 406-652-6198 E-mail: cordellr3@bresnan.net	Sponsoring Agency	Agency Contact	Implementation Approach-Action Steps-When?	Agency Planning Documents or Procedures	Coordination/ Outreach Efforts	Funding Approach/ Needs/Sources	Implementation Oversight	Reporting Requirements	Evaluation/ Assessment Procedure
E. Reduce Native American Fatal Crashes		**Implementation Team: The Implementation team will be made up of several individuals including representatives from the following: MDT (Planning and Safety Offices), MHP, FHWA, one representative from each tribal government (tribal council) and varies other specialist as may be needed to address the different strategies. Note: This team will be unique because of the different strategies to be addressed. One person will be assigned as the team leader and be responsible for leading the team. Some strategies will require a tribal specific implementation team for each tribal government and reservation.**							
NA-2 Systems/Policies to Support Data Sharing among Tribal, State, Local Entities (8 votes) Facilitate procedures, systems, and policies to support sharing and utilization of crash data among state, local, and tribal entities. Incorporate tribal data into statewide databases (Impaired Driving Assessment)	MDT -- The Implementation Team and specialists from MDT / FHWA / MHP / BIA and Tribal Law Enforcement	Chairman of the Implementation Team	Contact all Tribes to gain support and commitment to share traffic records data. Determine what crash data they are willing to share. Complete tribal surveys and analysis of CISCO software in use, needs for additional equipment / IT support, training, etc. to update current system or implement a new system. Continue working through the MDT/MHP liaison committee to move this initiative forward. Establish users group.	MDT Traffic Records Plan, Indian Highway Safety Program and Montana Comprehensive Safety Plan	Tribal Governments MHP / MDT / IHSP / FHWA / NHTSA / MDT-SHTSO	Funding will be required to implement this objective. Several sources of funding may be available The IHSP has already contributed funds, but the remainder may need to come from the MDT/NHTSA.	This will be under the direction of the Implementation Team with support from MHP / MDT, IHSP, Tribal Governments, Tribal Law Enforcement and BIA Law Enforcement.	Annual Report produced by each Tribe, MHP and MDT to produce statewide annual report.	(1) Number of Tribes contacted (2) Number of tribes with functioning traffic records systems (3) Number of reports accepted into the MHP database from each tribe/s (4) Number of reports submitted to Tribes
NA-3 Cross-Deputization of Law Enforcement among Tribal, State, Local Entities (16 votes) Develop sample agreements/policies to support cross-deputization of law enforcement among state, local, and tribal entities. (Action team suggestion) This will need to be addressed by the individual Tribal Governments for each tribe Note: This will require an individual tribal team to be established by each tribe to address and consider this initiative.	MDT -- The Implementation Team and specialists from MHP / BIA Law Enforcement, DOJ, Tribal Law Enforcement, etc.	Designated Tribal Government team and tribal liaisons, (others to be determined by tribal team)	Contact all tribal governments individually to see if they are willing to consider a cross-deputization agreement. Present Fort Peck Tribes Agreement to tribal leaders using FP tribal leaders to explain the pros and cons of their agreement. For interested tribes, develop model agreement to start discussion. Work to complete an acceptable cross-deputization agreement with interested tribes	Use Fort Peck cross deputization agreement as a reference document to present to each individual tribe. Interested tribes would have to develop their own tribal specific agreement with state and local governments.	This will require a major outreach effort to all tribes with extensive follow-up to tribes that indicate they may be willing to consider a cross-deputization agreement. Could also use the services of a former BIA Police Officer and Fort Peck Tribal Councilman who helped draft the FP Agreement.	Funding requirements for this project will include the travel and time required to meet with the individual tribes. For interested tribes, additional funds will be required to draft and finalize a cross-deputization agreement between tribal, local and state governments.	Implementation of this strategy will be dependent on the tribes desire to enter into such an agreement. Oversight will then involve many different organizations, i.e. tribal government, DOJ, MHP, local governments, and BIA or tribal law enforcement, etc.	Providing copies of new, draft and ultimately approved tribal agreements as they are developed and approved by the participating parties.	Evaluation of the agreements will be an ongoing evaluation process and will continue through out the length of each agreement. Evaluation will be by the individual Tribes, DOJ, MHP, and the other affected local governments.

CHAMPION: NAME: Henri Headdress, Transportation Planner E-mail: hheaddress@fortpecktribes.org Phone 406-768-5155 ex.321 Assistant: Cordell Ringel, Transportation Consultant Phone: 406-652-6198 E-mail: cordell3@bresnan.net	Sponsoring Agency	Agency Contact	Implementation Approach-Action Steps-When?	Agency Planning Documents or Procedures	Coordination/ Outreach Efforts	Funding Approach/ Needs/Sources	Implementation Oversight	Reporting Requirements	Evaluation/ Assessment Procedure
E. Reduce Native American Fatal Crashes (continued)	**Implementation Team: HTSO Rep., Joan Cassidy (DPHHS), Myron Oats (Chippewa Cree Tribe), Cap. Jim Summers (Fort Peck Law Enforcement), Craig Genzlinger (FHWA), Henry Headdress, Transportation Planner, (Fort Peck Tribes), Henry Devereaux (MHP), Lori Ryan (Director's Secretary), (MDT). Representation From All Tribal Governments.**								
NA-6 Encourage adoption of Tribal Traffic Codes by all tribes. (6 votes) Encourage all tribes to implement uniform traffic statutes that incorporate tribal statutes that are comparable with the Montana state statues governing DUI, Per Se violations, and the suspension of driving privileges upon conviction or for refusal to comply with the Montana implied consent law Note: This will require an individual tribal team to be established by each tribe to address and consider this initiative	Tribal Governments, BIA and Tribal Law Enforcement Offices, MDT & MHP	Designated Tribal Government team and tribal liaisons, (others to be determined by tribal team)	Establish a individual tribal task force to review the tribes traffic codes and compare with Montana state statutes for DUI, Per Se violations, and the suspension of driving privileges upon conviction or for refusal to comply with the Montana implied consent law Determine what changes could be made to bring more uniformity between tribal and state statues. Refer these identified changes to the tribal council for consideration	Tribal traffic codes and Montana state statutes	Tribal and BIA Law Enforcement, Tribal governments, DUI taskforces, IHS, Tribal Courts and judges, community outreach.	Funding will be required to complete this strategy. Funding for will need to come from MDT to support this imitative, with in-kind support from the tribal governments	MDT, Tribal Governments, tribal judges, etc.	Reports of meeting outcomes from the individual tribal governments will constitute a interim report of progress. Completion of tribal traffic codes by each individual tribal government that are compatible with the state codes will represent a final report	Evaluation will consist of (1) number of tribal traffic codes established and (2) number of tribal traffic codes that have specific statues that are comparable to the Montana statutes that cover DUI, Per Se violations, and the suspension of driving privileges upon conviction or for refusal to comply with the Montana implied consent law
NA-13 POST Credits for Tribal and BIA Officers Through Consideration of Tribal/MHP Agreements (7 votes) Improve communication with Police Officers Standards and Training (POST) so that Tribal and BIA officers receive Montana POST credits for their training. (Tri-Party Gathering suggestion)	Allen Horsfall, POST Executive Director, MHP/MDT, Tribal and BIA Law Enforcement	Designated team of Post, BIA and Tribal law enforcement officers	Establish a small task force of key MHP, BIA and Tribal Law Enforce individuals to work with the Executive Director, Allen Horsfall, Director of the Montana POST to determine what is required for Tribal and BIA officer to become certified with POST credits. Work with POST to establish a criteria and set of standards to be met by tribal / BIA law enforcement officers to become POST certified. Complete within the next year	POST, BIA and MHP to provide background and documentation to support this task.	POST Executive Director, representative from BIA Law Enforcement, Tribal Law Enforcement, and MHP.	POST, MHP, BIA and MDT.	POST, MHP and BIA Law Enforcement.	Provide a report outlining the requirements needed to obtain POST credits and/or a position paper explaining why the POST credits cannot be obtained by BIA and Tribal officers and the reasons why. Also explain what actions that can be taken in the future to qualify for POST credits	Annual Report showing the number of tribal and BIA officers which applied for POST credits and how many were granted or denied in each calendar year

CHAMPION: NAME: Henri Headdress, Transportation Planner E-mail: hheaddress@fortpecktribes.org Phone 406-768-5155 ex.321 Assistant: Cordell Ringel, Transportation Consultant Phone: 406-652-6198 E-mail: cordellr3@bresnan.net	Sponsoring Agency	Agency Contact	Implementation Approach-Action Steps-When?	Agency Planning Documents or Procedures	Coordination/ Outreach Efforts	Funding Approach/ Needs/Sources	Implementation Oversight	Reporting Requirements	Evaluation/ Assessment Procedure
E. Reduce Native American Fatal Crashes (continued)		**Implementation Team: HTSO Rep., Joan Cassidy (DPHHS), Myron Oats (Chippewa Cree Tribe), Cap. Jim Summers (Fort Peck Law Enforcement), Craig Genzlinger (FHWA), Henry Headdress, Transportation Planner, (Fort Peck Tribes), Henry Devereaux (MHP), Lori Ryan (Director's Secretary), (MDT). Representation From All Tribal Governments.**							
NA-11/15 Comprehensive Safety Plans for Each Reservation Incorporating or being led by DUI Task Forces (17 votes) Encourage all reservations to develop their own comprehensive safety plan to strengthen traffic safety coordination on the reservations and improve ability to access grant funds (Tri-Party Gathering suggestion)	MDT-SHTSO, Tribal Government, IHS, local Law enforcement, tribal transportation planners, etc	Sandy Strachl and Pricilla Sinclair (MDT), Cordell Ringel (consultant), individual tribal safety committee chairman.	Set up meeting with the Tribal Government to explain the purpose, benefits, and to get support for a Tribal Comprehensive Safety Plan. Explain the potential benefits and how it correlates with the state's CHSP. Identify potential participants for the safety committee. Organize committee and hold regular meetings. Set clear objectives and promote safety through the tribal communities.	Use MDT CHSP as a model. Develop a tribal planning document after the committee is organized to reflect the specific needs of the tribes.	Tribal government, other governmental organizations, community organizations and/or districts, schools, etc	Formalize committee so it is organized with, bylaws and or some type of charter, i.e. DUI Taskforce. Seek funding through NHTSA, MDT-SHTSO, MDT, IHS, DUI, CDC, schools and tribal resources to support committee organization, planning and operation.	Implementation would occur once approval is obtained from the tribal government and a funding source is identified and bylaws are written and the committee starts functioning effectively.	Quarterly reports to the tribal government and to the funding organization as required in the grants. Annual report to the tribal government and to the community. Annual report showing accomplishments and increased emphasis on tribal safety.	Evaluation would be on a year to year basis comparing the changes in specific safety objectives, such as, change in the number of DUI's, fatalities, injuries, seat and child restraint usage, traffic citations, etc. Based on this information, adjustments would be periodically made in specific emphasis areas to improves the effectiveness of the committee.

Emphasis Area #4. Single Vehicle Run-Off-The Road Crashes

Champion: MDT Engineering

Objective: Reduce and Mitigate the Consequences of Single Vehicle Run-Off-the-Road Fatal and Incapacitating Injury Crashes.

Performance Measures:

- **Total annual single vehicle run-off-the-road crashes; and**
- **Total annual single vehicle run-off-the-road fatal crashes.**

In Montana, crash reports do not have a specific code for "run-off-the-road" crashes although collisions with fixed objects, overturns and immersion, and single vehicle crashes are assumed to involve "run off the road." From 1995 to 2004, 27 to 30 percent of all crashes in Montana involved a single vehicle running off of the road. During the same period, from 48 to 60 percent of Montana's fatal crashes involved a single vehicle running off of the road. Montana's high proportion of rural vehicle miles of travel on low-volume roads at typically high speeds makes this a particularly critical traffic safety issue for the State. New strategies to reduce these crashes focus on roadway design and greater public awareness of this highway safety issue.

Single Vehicle Run-Off-The-Road Crashes

Existing Programs

Priority – Reduce and Mitigate the Consequences of Single-Vehicle Run-Off-the-Road Fatal and Incapacitating Injury Crashes

Strat. No.	EDUCATION Current Strategies	Reference Document	Funding Agency	Implementing Agency	Overview of Actions	Effectiveness	
						NHTSA[1]	AASHTO[2]
1.	Year-Round Media Plan – impaired-driving, seat belt, and speeding campaigns	HSP 2006 (page 45)	Montana Department of Transportation State Highway Traffic Safety Office (MDT-SHSTO)	Contract with University or qualified agency	Use traffic safety data, pre- and post-surveys, and focus groups to develop media plan; address positive, non-enforcement year-round educational messages; and strategies to include children communicating with adults about risks.	Likely (4.1) / Proven (5.5) / Proven (4.1)	Vol. 1: Tried (4.1 A2) / Vol. 11: Proven (8.1 A2)
2.	Drivers' Education Curriculum – Montana Teen Driver Essential Knowledge and Skills Topics	Curriculum Map	OPI (Administrative Appropriation) and portion of driver license fees	Office of Public Instruction (OPI)	Driver education curriculum being improved to incorporate behavioral changes to encourage safety belt usage by youth; 45 topics covering essential knowledge and skills. Currently incorporating lessons on over-correcting in the new driver education curriculum.	None (Prelicensure Driver Education) (2.1)	
3.	Traffic Education Program	TRANPLAN 21 2002 Update; Traveler Safety Policy Paper http://www.opi.mt.gov/DriverEd/index.html OPI, Division of Health Enhancement and Safety Program Descriptions 2004	OPI (Administrative Appropriation) and portion of driver license fees	OPI	• Sets guidelines for curricula and requirements for driver education courses; • Provides/sponsors driver education teacher training; • Conducts periodic on-site review of high school driver education programs; • Develops media [public service announcements (PSAs)]; • Provides advanced driver education; and • Promulgates rules regarding school bus safety and training.	None (Prelicensure Driver Education) (2.1)	Vol. 14: Proven/Tried (6.1 D1) / Tried (6.1 D2)
4.	Montana Driver-In Vehicle Education/Advanced Driving Program	http://www.opi.mt.gov/DRIVE/Index.htm OPI, Division of Health Enhancement and Safety Program Descriptions 2004	Funding from user fees (no appropriation, program approved by legislature each year)	OPI	DR.I.V.E. (Driver In-Vehicle Education) workshop is designed to enhance driver risk management skills, using behind-the-wheel training to increase risk awareness and to enhance the participants' behaviors to better manage ordinary and critical driving situations, including run-off-road situations. The One-Day Workshop is for first-time participants. The Half-Day "Refresher" Workshop is for those individuals who have completed the One-Day Workshop and wish to refresh and enhance their driver risk management skills.	Unknown (2.2)	

[1] Effectiveness evaluation taken from: Hedlund, James. Countermeasure That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices, NHTSA/GHSA, 2005. Strategy reference is shown in parentheses.

[2] Effectiveness evaluation taken from: AASHTO Strategic Highway Safety Plan. Report 500 Series, Volume 11 (Seatbelt Use), NCHRP. Strategy reference is shown in parentheses.

Priority – Reduce and Mitigate the Consequences of Single-Vehicle Run-Off-the-Road Fatal and Incapacitating Injury Crashes (continued)

Strat. No.	ENFORCEMENT Current Strategies	Reference Document	Funding Agency	Implementing Agency	Overview of Actions	Effectiveness	
						NHTSA[1]	AASHTO[2]
5.	Speed Control	HSP 2006	MDT-SHSTO through MDT Purchasing Bureau	MT Highway Patrol, local police and sheriff agencies; MDT Maintenance	MDT-SHTSO is purchasing five "Your Speed Is" trailers to measure and show a vehicle's speed on the roadway; assist in speed education for the public, school zone awareness, high-volume traffic areas, and strategic placement of law enforcement officers. MDT Maintenance Div. is also purchasing portable speed trailers, specifically to monitor before and after project implementation conditions.	Varies (2.3)	
6.	Special Traffic Enforcement Programs (STEP)	HSP 2006	MDT-SHSTO	Law Enforcement	Sustained overtime activities for law enforcement to conduct speed enforcement – coverage to 85 percent of statewide population areas – agencies to submit plans to MDT-SHTSO for sustained and mobilization enforcement activities.	Uncertain (2.1)/ Proven (1.1)	Vol. 1: Tried (4.1 A1)
7.	Special Traffic Enforcement Program (STEP) focusing on impaired-driving enforcement – including Safety Spot Checks	HSP 2006	MDT-SHSTO	Police and Sheriff agencies, MT Highway Patrol	Funds sustained overtime impaired-driving enforcement and overtime patrols during national impaired-driving mobilizations. MDT-SHTSO will actively recruit more law enforcement agencies to participate in STEP overtime. MT Highway Patrol will commit to conducting safety spot checks in strategic areas through the State. Highway Patrol can use stops to address seat belt usage violations and speed enforcement, as well.	Proven (sobriety checkpoints, saturation patrols) (2.1, 2.2)/Likely (Integrated Enforcement) (2.3)	Vol. 16: Proven (5.1 B1) / Tried (5.1 B2)
8.	Montana Highway Patrol – Regular Enforcement Activities		MDT-SHSTO	MT Highway Patrol	Ongoing speed and DWI enforcement.		

[1] Effectiveness evaluation taken from: Hedlund, James. Countermeasure That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices, NHTSA/GHSA, 2005. Strategy reference is shown in parentheses.

[2] Effectiveness evaluation taken from: AASHTO Strategic Highway Safety Plan. Report 500 Series, Volume 11 (Seatbelt Use), NCHRP. Strategy reference is shown in parentheses.

Priority – Reduce and Mitigate the Consequences of Single-Vehicle Run-Off-the-Road Fatal and Incapacitating Injury Crashes (continued)

Strat. No.	ENGINEERING Current Strategies	Reference Document	Funding Agency	Implementing Agency	Overview of Actions	Effectiveness	
						NHTSA[1]	AASHTO[2]
9.	Highway Safety Improvement Program (Encompasses former Safety Engineering Improvement Program (SEIP) and Hazard Elimination Safety Program (HES))	Traveler Safety Policy Paper, TRANPLAN 21 – 2002 Update Safety Engineering Improvement Program (seven-page document by Safety Management Section)	MDT Engineering, Traffic and Safety Bureau	MDT Engineering; Safety Management Section	The Highway Safety Improvement Program provides funds for safety improvements on all public roads and highways. These funds serve to eliminate or reduce the number and/or severity of traffic accidents at high accident locations and to encourage engineering improvements that address identified safety needs (based on crash data identified by state, county, local, and Federal ownership and identified by location and severity). While not targeted specifically to run-off-the-road crashes, HSIP projects can improve roadway conditions and eliminate hazards that contribute to run-off-the-road crashes.	Specific to each project/ treatment (Vol. 6)	
10.	Shoulder Rumble Strip Policy	MDT Highways & Engineering Division Management Memo (rev. 6/23/2000)	MDT	MDT	Specifies policy for the use of rumble strips on roadway shoulders. Provides specifications for location and design on Interstate highways, National Highway, Primary, and Secondary Routes.		
11.	Implement MT Rest Area Plan	Montana Rest Area Plan Amended May 2004	MDT	MDT	Plan establishes policies on spacing, location, and maintenance. Most rest areas are open year round. Plan to build one new rest area every year.		
12.	Highway Maintenance Program	Past and Current Practices of Winter Maintenance at The Montana Department of Transportation; Updated 12/2003; additional documentation from Jon Swartz (MDT Maintenance Division)	MDT Maintenance	MDT Maintenance	MDT's Maintenance Program services 24,500 lane miles of roadway with over 4,000 pieces of equipment located in more than 150 facilities statewide. The program provides for repairs and preventative maintenance of state highways, pavement markings, guardrail and signs and structures within the highway ROW. Winter maintenance, involving snow and ice control on all state-maintained roadways, is the Maintenance Divisions highest priority activity.		
13.	511 Traveler Information System	http://www.mdt.mt.gov/travinfo/511/	MDT Maintenance	MDT Maintenance	511 - 24-hour real time information including: Winter driving conditions; Weather forecast information; Construction information; Road closures and major delays; Weight and speed limit restrictions		

[1] Effectiveness evaluation taken from: Hedlund, James. Countermeasure That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices, NHTSA/GHSA, 2005. Strategy reference is shown in parentheses.

[2] Effectiveness evaluation taken from: AASHTO Strategic Highway Safety Plan. Report 500 Series, Volume 11 (Seatbelt Use), NCHRP. Strategy reference is shown in parentheses.

Priority – Reduce and Mitigate the Consequences of Single-Vehicle Run-Off-the-Road Fatal and Incapacitating Injury Crashes (continued)

Strat. No.	ENGINEERING Current Strategies	Reference Document	Funding Agency	Implementing Agency	Overview of Actions	Effectiveness	
						NHTSA[1]	AASHTO[2]
14.	Road Weather Information Service	http://www.mdt.mt.gov/travinfo/weather/rwis.shtml	MDT Maintenance	MDT Maintenance	Traveler Information on MDT Website – Posts winter road conditions and scheduled work zone locations.		
15.	Transportation Awareness Program (TAP)	http://www.mdt.mt.gov/pubinvolve/tap.shtml	MDT Maintenance	MDT Maintenance	The TAP program is a public outreach program that features spokespersons from MDT's own plow drivers, construction workers, and other employees. It covers two safety areas – work zones and snowplows. Audience includes student driver education classes, "55-ALIVE" drivers and service organizations, fairs, and trade shows.		
16.	Speed Trailers and Dynamic Message Signs-Advisories		MDT Maintenance	MDT Maintenance	Department is purchasing additional DMS and portable speed trailers to help warn motorists of treacherous road conditions and work zone locations.		

[1] Effectiveness evaluation taken from: Hedlund, James. Countermeasure That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices, NHTSA/GHSA, 2005. Strategy reference is shown in parentheses.

[2] Effectiveness evaluation taken from: AASHTO Strategic Highway Safety Plan. Report 500 Series, Volume 11 (Seatbelt Use), NCHRP. Strategy reference is shown in parentheses.

Priority – Reduce and Mitigate the Consequences of Single-Vehicle Run-Off-the-Road Fatal and Incapacitating Injury Crashes (continued)

Strat. No.	EMERGENCY RESPONSE Current Strategies	Reference Document	Funding Agency	Implementing Agency	Overview of Actions	Effectiveness	
						NHTSA[1]	AASHTO[2]
18.	Montana Statewide EMS Program	State of Montana Reassessment of Emergency Medical Services, June 2005	NHTSA with Montana EMS and Trauma Systems (EMSTS) Section of Department of Public Health and Human Services (DPHHS)	EMSTS	Montana program consists of 5,000 EMS providers; 100 percent of Montana residents are served by 9-1-1 service. EMSTS is working to develop a comprehensive system for assessing, planning, developing, deploying, and coordinating EMS resources.		

Note: There may be several contributing factors to a run-off-road crash. In many cases, specific countermeasures must be applied at specific locations to be effective (no one solution). For more information, participants of the ROR Action Team should review NCHRP Report 500: Volume 6 – A Guide for Addressing Run-Off-Road Collisions; Volume 7 – A Guide for Reducing Collisions on Horizontal Curves; Volume 8 – A Guide for Reducing Collisions Involving Utility Poles; Volume 3 – A Guide for Addressing Collisions with Trees in Hazardous Locations; Volume 1 – A Guide for Addressing Aggressive-Driving Collisions (includes speeding); and Volume 15 – A Guide for Enhancing Rural Emergency Medical Services.

[1] Effectiveness evaluation taken from: Hedlund, James. Countermeasure That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices, NHTSA/GHSA, 2005. Strategy reference is shown in parentheses.

[2] Effectiveness evaluation taken from: AASHTO Strategic Highway Safety Plan. Report 500 Series, Volume 11 (Seatbelt Use), NCHRP. Strategy reference is shown in parentheses.

Single Vehicle Run-Off-the-Road Crashes

New Strategies

CHAMPION: Name: MDT-Engineering E-mail:_____ Phone #:_____	Sponsoring Agency	Agency Contact	Implementation Approach-Action Steps-When?	Agency Planning Documents or Procedures	Coordination/ Outreach Efforts	Funding Approach/ Needs/Sources	Implementation Oversight	Reporting Requirements	Evaluation/ Assessment Procedure
B. Reduce and mitigate the consequences of single vehicle run-off-the-road fatal and incapacitating injury crashes	**Implementation Team: MDT-Planning, NHTSA, Bobbi Perkins (DPHHS). Plus any others with expertise or interest.**								
HC-1/HC-2 Review Guidelines for Pavement and Shoulder Width/ Review side Slopes (12 votes) Review guidelines/design standards for pavement and shoulder widths on reconstruction projects on state-maintained highways with speed limits greater than 45 mph. Provides recovery area and allows installation of rumble strips, safety for bikers/ joggers, and reduction in run-off-the-road crashes. (MDT Engineering suggestion) Review design standards for side slopes to allow for better recovery and less chance of rollover. Review side slopes on reconstruction and slope flattening projects on state-maintained highways (MDT Engineering suggestion)	MDT	MDT Planning/ Duane Williams/ Paul Ferry	Goals/Feasibility of a route segment plan update	Route Segment Plan	MDT Planning/ Maintenance/Engineering, FHWA, Highway Patrol	Potential need for outsourcing plan update	Transportation Commission	Winter 2007	
HC-4/HC-5 Six-Inch Pavement Markings/Longer-lasting pavement markings (7 votes) Develop guidelines (that consider functional classification, ADT, crash history, etc.) for application of six-inch pavement markings that will increase roadway delineation. (MDT Engineering suggestion) Apply longer-lasting pavement markings that better withstand anti-icing, sanding, deicing, and snow plowing Research project has been recommended (MDT Engineering suggestion)	MDT	Duane Williams	Evaluate pavement marking materials – signing materials, Centerline rumble strips	Pavement Marking Policy/Rumble strip policy	MDT Planning/ Maintenance/Engineering, FHWA,	Maintenance and project-specific funds	Chief/ Preconstruction Engineer, Maintenance Administrator	Summer 2007	

CHAMPION: Name: MDT-Engineering E-mail: Phone #:	Sponsoring Agency	Agency Contact	Implementation Approach-Action Steps-When?	Agency Planning Documents or Procedures	Coordination/ Outreach Efforts	Funding Approach/ Needs/Sources	Implementation Oversight	Reporting Requirements	Evaluation/ Assessment Procedure
B. Reduce and mitigate the consequences of single vehicle run-off-the-road fatal and incapacitating injury crashes (continued)	**Implementation Team: MDT-Planning, NHTSA, Bobbi Perkins (DPHHS). Plus any others with expertise or interest.**								
LD-1 Comprehensive, Multiagency Policy in High-Incidence Locations (25 votes) Develop a comprehensive, multidisciplinary, multiagency policy for addressing areas with a high incidence of lane departure crashes to be implemented during 3R projects, new construction, and during routine maintenance. The policy should address lane width, pavement marking, etc. by facility type. The safety features also should be implemented in areas not identified as "high-accident locations and corridors" as other issues, e.g., maintenance, restoration, etc. are being addressed. (Action team/Consultant suggestion)	MDT	Pierre Jomini	Establish a Road Safety Audit program –2 processes (programmed project and high-crash corridor)	New Procedure Document	Implementation team	New FTE's will be needed to carry out RSAs	Preconstruction Engineer	Winter 2007	
	MDT	Pierre Jomini	Review one-mile segments for single vehicle crashes involving an incapacitating injury or a fatality	Annual Report to FHWA	District, FHWA, overlap with seat belt and alcohol/ drug	Need FTE for project identification, HSIP funds for programmed projects	Transportation commission for projects, FHWA for project approval, and the comprehensive safety plan work groups	Yearly	
LD-6 Targeted Public Awareness Campaigns Re: Single Vehicle ROR Crashes in Montana (26 votes) Conduct targeted public awareness campaigns to publicize the unique issue of single-vehicle ROR crashes in Montana and their contributing factors, including dangers of cruise control (Action Team suggestion)	MDT	Priscilla Sinclair	Incorporate ROR safety messages into existing campaigns	HSP	Work with media as well as staff to address key safety concerns.	NHTSA	MDT-SHTSO	NHTSA/CHSP Committee	Reduction in ROR crashes

Emphasis Area #5. Traffic Records Management

Champion: Jack Williams (State Highway Traffic Safety Office)

Objective: Develop and Implement A Comprehensive, Coordinated Transportation Records and Crash Reporting, Data Management, and Analysis System, Accessible To All Stakeholders, to Manage and Evaluate Transportation Safety.

Performance Measures:

- **Implementation of specific CHSP strategies for traffic records management; and**
- **Implementation of specific strategies contained in Traffic Records Strategic Plan**

In early 2004, the MDT-SHTSO asked NHTSA to facilitate a traffic records assessment. This assessment was conducted with a team of traffic records professionals, covering all data systems comprising Montana's traffic records system. The resulting Traffic Records Assessment report identified an extensive number of recommendations to improve the State's record keeping systems. In order to respond to these recommendations, Montana has recently completed the preparation of a Traffic Records Strategic Plan. A number of the strategies contained in this Plan have been incorporated into the CHSP to further facilitate their implementation.

Traffic Records Management

Existing Programs

Priority – Develop and Implement a Comprehensive, Coordinated Transportation Records and Crash Reporting, Data Management, and Analysis System, Accessible to All Stakeholders, to Manage and Evaluate Transportation Safety

Strat. No.	DATA MANAGEMENT Current Strategies	Reference Document	Funding Agency	Implementing Agency	Overview of Actions	Effectiveness	
						NHTSA[1]	AASHTO[2]
1.	Montana Traffic Records Strategic Plan (MT-TRSP)	State of Montana Traffic Records Strategic Plan – Final Report (February 6, 2006)	Montana Department of Transportation (MDT)/ MDT State Highway Traffic Safety Office (MDT-SHTSO)	Traffic Records Coordinating Committee (TRCC), MDT-SHTSO and other state agencies	Guiding document for statewide Traffic Records Coordinating Committee (TRCC) (stakeholders of state crash records); purposes of MT-TRSP: • Fulfill the requirements of the Montana Traffic Records Assessment (TRA); • Provide Montana state agencies with a common basis for moving ahead with traffic records systems upgrades, integration, and data analysis; and • Provide a basis for Montana's grant requests to the National Highway Traffic Safety Administration (NHTSA) to receive first-year and successive-year grants under Section 408 (Title 23).		
2.	Montana Accident Records System (MARS)	State of Montana Traffic Records Strategic Plan – Final Report (February 6, 2006)			Montana Crash Records System – populated by police accident reports, shared with Federally-mandated Fatality Analysis Reporting System (FARS) and (SAFETYNET); almost fully compliant with Model Minimum Uniform Crash Criteria (MMUCC) promoted by U.S. DOT.		
3.	MDT Road Inventory (Road Log)	State of Montana Traffic Records Strategic Plan – Final Report (February 6, 2006)	MDT-SHTSO	MDT-SHTSO	Contains roadway and intersection characteristics; contains basic information on geometric and traffic conditions on a segment-by-segment basis; and includes information on surface type, lane and shoulder widths, number of lanes, and average annual daily traffic (AADT).		
4.	TEAM 261 Initiative	State of Montana Traffic Records Strategic Plan – Final Report (February 6, 2006)	Multiple state, Federal, and business partners	Department of Justice	Guiding improvements and system upgrades to driver licensing, driver history, and vehicle registration data. New information system will upgrade the database from a main-frame-based to a server-based system and will provide wider and better access to data. Initiative is considering capability to link driver citations with convictions from the court system.		

[1] Effectiveness evaluation taken from: Hedlund, James. Countermeasure That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices, NHTSA/GHSA, 2005. Strategy reference is shown in parentheses.

[2] Effectiveness evaluation taken from: AASHTO Strategic Highway Safety Plan. Report 500 Series, Volume 11 (Seatbelt Use), NCHRP. Strategy reference is shown in parentheses.

Priority – Develop and Implement a Comprehensive, Coordinated Transportation Records and Crash Reporting, Data Management, and Analysis System, Accessible to All Stakeholders, to Manage and Evaluate Transportation Safety (continued)

Strat. No.	DATA MANAGEMENT Current Strategies	Reference Document	Funding Agency	Implementing Agency	Overview of Actions	Effectiveness	
						NHTSA[1]	AASHTO[2]
5	National EMS Information System (NEMSIS) implementation	State of Montana Traffic Records Strategic Plan – Final Report (February 6, 2006)		Emergency Medical Services (EMS) and Trauma Systems (EMSTS) section of DPHHS	An Online Prehospital Information (OPHI) module is being developed to enable prehospital providers to collect electronic patient information. This data will provide comprehensive patient information about patients transported by ambulance and will complement information about patients with severe trauma which are already being tracked through a trauma register.		
6	Montana Statewide EMS Program	State of Montana Reassessment of Emergency Medical Services, June 2005	NHTSA with Montana EMS and Trauma Systems (EMSTS) Section of Department of Public Health and Human Services (DPHHS)	EMSTS	Montana program consists of 5,000 EMS providers; 100 percent of Montana residents are served by 9-1-1 service. EMSTS is working to develop a comprehensive system for assessing, planning, developing, deploying, and coordinating EMS resources. A reassessment of the program was conducted in June 2005 to measure progress since original assessment.		
7	FullCourt System	State of Montana Traffic Records Strategic Plan – Final Report (February 6, 2006)	Judicial Branch Commission on Technology and the Commission on Courts of Limited Jurisdiction/FMCSA	Office of Court Administrator, Department of Justice	Will manage case loads and provide case histories, search capabilities, financial management, and court scheduling with tracking through citation-to-conviction process; currently underway. FMCSA is providing funds to establish a central repository of Courts of Limited Jurisdiction case information.		
8	Safety Management System (SMS)	State of Montana Traffic Records Strategic Plan – Final Report (February 6, 2006)	MDT-SHTSO and MDT Engineering	MDT-SHTSO and Traffic Safety Bureau	Compilation of crash records to assess high crash locations and crash characteristics; provides series of cross-tabulations.		

[1] Effectiveness evaluation taken from: Hedlund, James. Countermeasure That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices, NHTSA/GHSA, 2005. Strategy reference is shown in parentheses.

[2] Effectiveness evaluation taken from: AASHTO Strategic Highway Safety Plan. Report 500 Series, Volume 11 (Seatbelt Use), NCHRP. Strategy reference is shown in parentheses.

Priority – Develop and Implement a Comprehensive, Coordinated Transportation Records and Crash Reporting, Data Management, and Analysis System, Accessible to All Stakeholders, to Manage and Evaluate Transportation Safety (continued)

Strat. No.	DATA MANAGEMENT Current Strategies	Reference Document	Funding Agency	Implementing Agency	Overview of Actions	Effectiveness	
						NHTSA[1]	AASHTO[2]
9.	Traffic Accident Reporting by Tribal Governments and BIA	State of Montana Traffic Records Strategic Plan – Final Report (February 6, 2006)	Grants from Bureau of Indian Affairs (BIA)	Tribal law enforcement agencies and BIA	Tribes recognize importance of collecting and reporting crash data, but have concerns about sharing personal identifier information. Some are developing ways of sharing data with the State (removing personal ID): • Fort Peck – Assiniboine Sioux Tribes – working with MHP; • Chippewa Cree Tribes, Rocky Boy – internal data collection; not sharing with the State; • Blackfeet, Blackfeet Tribal Council – cooperative agreement with MHP for accident reporting; • Fort Belknap, Fort Belknap Community Council – not sharing data with the State; • Northern Cheyenne Tribe – support accident reporting; concern about personal ID data; and • Crow Tribe – supportive of accident data reporting to MHP.		
10.	Traffic Records Assessment	State of Montana Traffic Records Assessment, April 2004		National Highway Traffic Safety Administration	Encouraged development of the Traffic Records Strategic Plan; required by NHTSA under 402 Program		

Note: Members of this Action Team should review the *State of Montana Traffic Records Strategic Plan – Final Report*, prepared for Montana Department of Transportation, State Highway Traffic Safety Office; February 6,2006. Specifically review Table 2.1 Status of Traffic Records Assessment Recommendations and Table 3.1 Action Plan for the Montana Traffic Records Strategic Plan. Also, *State of Montana A Reassessment of Emergency Medical Services*, NHTSA Technical Assistance Team, June 21-23, 2005.

[1] Effectiveness evaluation taken from: Hedlund, James. Countermeasure That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices, NHTSA/GHSA, 2005. Strategy reference is shown in parentheses.

[2] Effectiveness evaluation taken from: AASHTO Strategic Highway Safety Plan. Report 500 Series, Volume 11 (Seatbelt Use), NCHRP. Strategy reference is shown in parentheses.

Traffic Records Management

New Strategies

CHAMPION: Name: Jack Williams E-mail: jawilliams@mt.gov Phone #: 444-3298	Sponsoring Agency	Agency Contact	Implementation Approach-Action Steps-When?	Agency Planning Documents or Procedures	Coordination/ Outreach Efforts	Funding Approach/ Needs/Sources	Implementation Oversight	Reporting Requirements	Evaluation/ Assessment Procedure
K. Develop and implement a comprehensive, coordinated transportation records and crash reporting, data management, and analysis system, accessible to all stakeholders, to manage and evaluate transportation safety	**Implementation Team: Karen Nelson, Jim DeTienne, Greg Noose, Bill Cloud, Jesse Munro, Pierre Jomini plus other TRCC members,**								
DM-1 Implement Action Plan in TRSP Implement Action Plan recommended in new Traffic Records Strategic Plan (Action Team suggestion) Facilitate support and cooperation necessary to submit grant application to NHTSA to fund implementation of Traffic Records Strategic Plan (Action Team suggestion) Ensure that the policy and funding support necessary are available to implement Traffic Records Strategic Plan (Action Team suggestion)	MDT-SHTSO	MDT-SHTSO Operations Research Analyst	Submit grant application on an annual basis gaining support from involved agencies Implement by 6/15/2006 and by due dates in ensuing years.	Traffic Records Strategic Plan	Dept of Justice – Driver Control and MHP; DPHHS; Office of Court Administration; Office of Public Instruction; Local Law Enforcement; Local Courts; and Tribes	NHTSA Traffic Records Grant	MDT-SHTSO Officer	Annually via MDT-SHTSO to NHTSA	Grants Received
	MDT-SHTSO	MDT-SHTSO Operations Research Analyst	Implement Objectives within the Traffic Records Strategic Plan by priority determined by consultant and Implementation Team	Traffic Records Strategic Plan	Dept of Justice – Driver Control and MHP; DPHHS; Office of Court Administration; Office of Public Instruction; Local Law Enforcement; Local Courts; and Tribes	NHTSA Traffic Records Grant	MDT-SHTSO Officer	Annually via MDT-SHTSO to NHTSA	Show the progress that has been made on the objectives within the Strategic Plan
DM-2 Electronic Data Capture Electronic data capture. An initial program could be established by MDT with an agreement with MHP. MDT could buy the equipment and provide training. Perhaps a university or community college would want to take on this task – provide equipment installation, training, and on call technical assistance. Negotiations should begin with the largest police departments. Perhaps a goal of 85% electronic data capture over a couple of years. Ultimately, MHP could presumably take over the program and provide maintenance since all their personnel would be trained and out in the field anyway. (Consultant suggestion)	JUSTICE/MHP	MHP/Management Services Bureau Chief	Modify MHP electronic crash database so that it can receive electronic submission of crash reports. Develop any other software in order to move crash data electronically. MHP could offer guidance to local law enforcement in achieving submissions.	Traffic Records Strategic Plan	Dept of Justice/MHP; local law enforcement; MDT/SMS and MDT-SHTSO	NHTSA Traffic Records Grant	MDT-SHTSO Officer and MHP Chief	Annually via MDT-SHTSO to NHTSA when NHTSA funds involved, otherwise as deemed necessary by MHP	Progress on Implementing Objectives and the percentage of crashes received electronically.

CHAMPION: Name: Jack Williams E-mail: jawilliams@mt.gov Phone #: 444-3298	Sponsoring Agency	Agency Contact	Implementation Approach-Action Steps-When?	Agency Planning Documents or Procedures	Coordination/ Outreach Efforts	Funding Approach/ Needs/Sources	Implementation Oversight	Reporting Requirements	Evaluation/ Assessment Procedure
K. Develop and implement a comprehensive, coordinated transportation records and crash reporting, data management, and analysis system, accessible to all stakeholders, to manage and evaluate transportation safety (continued)	**Implementation Team: Karen Nelson, Jim DeTienne, Greg Noose, Bill Cloud, Jesse Munro, Pierre Jomini plus other TRCC members,**								
DM-3 Data Warehouse A data warehouse or linkage of some sort to provide "one stop shopping" so everyone knows where the data are. Then develop a program for local access by the MPOs, PDs, and others who would need access to the data to define their own problems and program their investments where the most serious safety problems exist. This would presumably necessitate MDT providing training on how to access and analyze the data. A community college or university might be available that has this capability. (Consultant suggestion)	MDT-SHTSO	MDT-SHTSO Operations Research Analyst	Implement Objectives within the Traffic Records Strategic Plan relating to linkage and data availability	Traffic Records Strategic Plan	Dept of Justice – Driver Control and MHP; DPHHS; Office of Court Administration; MDT; Office of Public Instruction; Local Law Enforcement; Local Courts; and Tribes	NHTSA Traffic Records Grant	MDT-SHTSO Officer	Annually via MDT-SHTSO to NHTSA	Show the progress that has been made on the linking of data and the availability of data to the organizations within the agencies listed in outreach
DM-4 Tribal Data Sharing Keep working with the tribes to get 100% agreements in place to share crash data (without personal identifiers if need be). The agreements could be between MHP and the tribal police, MDT, or whomever. Even if they could get location, severity, and contributing factors, it would help a lot. This would entail first of all a "marketing program." Crash data collection and data sharing can be linked with access to funding for road improvements, enforcement and education countermeasure support, and EMS deployment. The tribes might feel differently about sharing data if they understood that their people don't need to die in traffic crashes. A key element to all this is a continuing partnership (Consultant suggestion)	MDT/SMS; MDT-SHTSO; Justice/MHP	MDT Safety Management Supervisor	Implement Objective 2.6.2	Traffic Records Strategic Plan	Dept of Justice/MHP; MDT/SMS and MDT-SHTSO	MDT Planning Division and NHTSA Traffic Records Grant	MDT Planning Division Administrator and MDT-SHTSO Officer	Annually via MDT-SHTSO to NHTSA	Show progress being made on the number of Reservations submitting crash data to MHP and the development of software to interface into the MHP Crash system database

Emphasis Area #6. Young Driver Crashes

Champion: David Huff (Montana Office of Public Instruction)

Objective: Reduce Young Driver (Under Age 21) Fatal and Incapacitating Injury Crashes

Performance Measures:

- **Total annual young drivers in crashes;**
- **Annual young driver crash rate (per 1,000 licenses);**
- **Total annual young drivers in fatal crashes; and**
- **Annual young driver fatal crash rate (per 1,000 licenses).**

In Montana, in 2005, drivers under the age of 21 experienced 117 crashes per 1,000 licenses and 0.61 fatal crashes per 1,000 licenses. This is triple the crash rate and 50 percent higher than the fatal crash rate for Montana drivers who are 21 and older. Graduated Drivers Licensing (GDL) requirements for new drivers go into effect July 1, 2006, which require seatbelt use, limit the hours of unsupervised driving, and restrict the number and age of non-family passengers. It is expected that the GDL program will reduce these rates. New strategies focus on programs to support GDL implementation and expansion of drivers education programs.

Young Driver Crashes

Existing Programs

Priority – Reduce Young Driver (Under Age 21) Fatal and Incapacitating Injury Crashes

Strat. No.	EDUCATION Current Strategies	Reference Document	Funding Agency	Implementing Agency	Overview of Actions	Effectiveness	
						NHTSA[1]	AASHTO[2]
1.	Drivers' Education Curriculum – Montana Teen Driver Essential Knowledge and Skills Topics	Curriculum Map	OPI (Administrative Appropriation) and portion of driver license fees	Office of Public Instruction (OPI)	Drivers education curriculum being improved to incorporate behavioral changes to encourage safety belt usage by youth; 45 topics covering essential knowledge and skills.	None (Prelicensure Driver Education) (2.1)	
2.	Traffic Education Program	TRANPLAN 21 2002 Update; Traveler Safety Policy Paper http://www.opi.mt.gov/DriverEd/index.html OPI, Division of Health Enhancement and Safety Program Descriptions 2004	OPI (Administrative Appropriation) and portion of driver license fees	OPI	• Sets guidelines for curricula and requirements for driver education courses; • Provides/sponsors driver education teacher training; • Conducts periodic on-site review of high school driver-education programs; • Develops media [public service announcements (PSAs)] • Provides advanced driver education; and • Promulgates rules regarding school bus safety and training.	None (Prelicensure Driver Education) (2.1)	Vol. 14: Proven/Tried (6.1 D1) / Tried (6.1 D2)
3.	Montana Driver-In Vehicle Education/Advanced Driving Program	http://www.opi.mt.gov/DRIVE/Index.htm OPI, Division of Health Enhancement and Safety Program Descriptions 2004	Funding from user fees (no appropriation, program approved by legislature each year)	OPI	DR.I.V.E. workshop is designed to enhance driver risk management skills, using behind-the-wheel training to increase risk awareness and enhance the participants' behaviors to better manage ordinary and critical driving situations. The One-Day Workshop is for first time participants. The Half-Day "Refresher" Workshop is for those individuals who have completed the One-Day Workshop and wish to refresh and enhance their driver risk management skills. A unique one-day teen workshop using the curriculum developed for the OPI/MDT/WTI Teen Driver research project is being added to the summer season DRIVE offerings.	Unknown (2.2)	
4.	Teen Driver Research Project	http://www.coe.montana.edu/wti/wti/display.php?id=179	MDT-SHTSO	OPI and Western Transportation Institute	First phase involved development of curriculum to teach defensive vehicle handling to novice drivers. In second phase (Summer 2005), a one-day course was offered to 200 teenage drivers who had been out of drivers education for 6 months. Effect of course on driver safety will be evaluated for 4 years and compared to driving records of 200 youth who did not complete defensive driving course.		

[1] Effectiveness evaluation taken from: Hedlund, James. Countermeasure That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices, NHTSA/GHSA, 2005. Strategy reference is shown in parentheses.

[2] Effectiveness evaluation taken from: AASHTO Strategic Highway Safety Plan. Report 500 Series, Volume 11 (Seatbelt Use), NCHRP. Strategy reference is shown in parentheses.

Priority – Reduce Young Driver (Under Age 21) Fatal and Incapacitating Injury Crashes (continued)

Strat. No.	EDUCATION Current Strategies	Reference Document	Funding Agency	Implementing Agency	Overview of Actions	Effectiveness	
						NHTSA[1]	AASHTO[2]
5.	Survey of Montana Parent Attitudes on teen driver education	Unpublished paper (contact David Huff, OPI)	UNC-Charlotte and Montana Traffic Education Association	OPI	Montana parents enrolled in a Montana driver education class were surveyed on attitudes about importance of driver education and involvement with teaching their teen to drive. Subsequent unfunded project would be to develop and validate a web-based interactive parent-teen driving contract. Would be modeled after NICHD CheckPoints program in Connecticut and Maryland. Would be requirement for successful completion of an approved Montana Driver Education program.		
6.	Transportation Awareness Program (TAP)	http://www.mdt.mt.gov/pubinvolve/tap.shtml	MDT Maintenance	MDT Maintenance	The TAP program is a public outreach program that features spokespersons from MDT's own plow drivers, construction workers, and other employees. It covers two safety areas – work zones and snowplows. Audience includes student driver education classes, "55-ALIVE" drivers and service organizations, fairs, and trade shows.		
7.	Graduated Driver Licensing (GDL)/61-5-132 *(Effective July 1, 2006).* Prerequisites for issuance of driver's license to minor (ALSO listed under enforcement)	Impaired-Driving Assessment/Montana Code Annotated 2005 MDT's Montana's Graduated Driver's License Law Brochure		Motor Vehicle Division, MT State Police, local law enforcement, OPI	Three Phases of Young Driver Training (under age of 18): 1) Learner's license or instruction permit (six months) 2) Restricted license (six months) 3) Unrestricted license (eligible at age 18 or after 1 year of experience under the restricted license) ALSO: licensee must pass a roads or skills test; 50 hours of driving experience (10 hours at night) under supervision of authorized person; no citations for traffic violations or alcohol/drug offense; limits on driving between 11 p.m. and 5 a.m.; limits on number of passengers in vehicle; all occupants must wear a seat belt. Program will be implemented with the publication of targeted brochures for parents and young drivers. Drivers education teachers will provide information to parents. Media messages to be developed.	Proven (1.1, 1.2, 1.3)/ Likely (1.4, 4.1)/ None (2.1)	Vol. 14: Proven/Tried (6.1 D1)

[1] Effectiveness evaluation taken from: Hedlund, James. Countermeasure That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices, NHTSA/GHSA, 2005. Strategy reference is shown in parentheses.

[2] Effectiveness evaluation taken from: AASHTO Strategic Highway Safety Plan. Report 500 Series, Volume 11 (Seatbelt Use), NCHRP. Strategy reference is shown in parentheses.

Priority – Reduce Young Driver (Under Age 21) Fatal and Incapacitating Injury Crashes (continued)

Strat. No.	EDUCATION Current Strategies	Reference Document	Funding Agency	Implementing Agency	Overview of Actions	Effectiveness	
						NHTSA[1]	AASHTO[2]
8.	Distracted Drivers Campaign	Highway Safety Plan (HSP) 2006	State Highway Traffic Safety Office (MDT-SHTSO)	MDT-SHTSO	Conduct Public Information and Education (PI&E) campaign on the dangers of cell phone use and other types of distractions that occur while driving; MDT-SHTSO will develop and disseminate pamphlets on this issue.	Proven (1.2)/ Unknown (2.2)	Vol. 14: Proven/Tried (6.1 D1)/Tried (6.1 C1, D2, D6)
9.	Missoula City Council Health Department to coordinate with local SKSC organizations	HSP 2006	MDT-SHTSO	Missoula City Council Health Department	Coordinator will show locals how to: • Develop public service announcements (PSAs) on seat belts; • Work with law enforcement to get them involved in doing seat belt overtime with national mobilizations; and • Conduct child safety seat training.	Proven (3.1)	Vol. 11: Proven (8.1 A1)
10.	PI&E materials on occupant protection	HSP 2006	MDT-SHTSO	MDT-SHTSO	Fund and produce PI&E materials, manuals, brochures, pamphlets, flyers, poster, and other products on occupant protection that includes seat belts and child passenger safety.	Proven (3.1)	Vol. 11: Proven (8.1 A2)
11.	Safe Kids Coalitions and Safe Kids Safe Communities local coalitions (occupant protection)	HSP 2006	MDT-SHTSO /Healthy Mothers Healthy Babies (HMHB)	SKSC coalitions	85 percent of Montana's population is covered by SKSC Coalitions. Each coalition conducts: • Multiple occupant projection projects; • PI&E for public; • Support law enforcement during national campaigns; • "Saved by the Belt" awards programs; • Educational campaigns on proper installation of child safety seats; • Partner with local businesses during seat belt mobilizations to provide incentives to drivers seen wearing seat belts; • Use grants to purchase child restraints for distribution to low-income underserved populations (with Indian Health Service (IHS); and • Encourage American Indians to join their coalitions or to establish their own SKSC.	Proven (3.1)	Vol. 11: Proven (8.1 A1)/Tried (8.1 B1)

[1] Effectiveness evaluation taken from: Hedlund, James. Countermeasure That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices, NHTSA/GHSA, 2005. Strategy reference is shown in parentheses.

[2] Effectiveness evaluation taken from: AASHTO Strategic Highway Safety Plan. Report 500 Series, Volume 11 (Seatbelt Use), NCHRP. Strategy reference is shown in parentheses.

Priority – Reduce Young Driver (Under Age 21) Fatal and Incapacitating Injury Crashes (continued)

Strat. No.	EDUCATION Current Strategies	Reference Document	Funding Agency	Implementing Agency	Overview of Actions	Effectiveness	
						NHTSA[1]	AASHTO[2]
12.	Development of occupant protection law enforcement media messages	HSP 2006	MDT-SHTSO	MDT-SHTSO	Focus on male drivers of pickups (group is known for having lowest seat belt usage rate in MT); targeted to largest media markets; major news release campaign for National FFY 2006 May Mobilization seat belt campaign involving MT DOT Director, Governor, and other dignitaries.	Proven (3.1)/ Uncertain (3.2)	Vol. 11: Proven (8.1 A2)
13.	Seatbelt Educational Ad Campaign	HSP 2006	MDT-SHTSO	MDT-SHTSO	Fund ad agency to produce and disseminate seat belt educational messages to the public in FFY 2006 and air in FFY2007 prior to the 2007 legislative session.	Proven (3.1)	Vol. 11: Proven (8.1 A2)
14	Safety belt education efforts for American Indian and non-American Indian youth incarcerated at Pine Hills (Miles City) and Riverside (Boulder)	HSP 2006	MDT-SHTSO	Department of Corrections	Drivers education for incarcerated youth.	Proven (3.1)/ Uncertain (3.2)	Vol. 11: Proven (8.1 A2)
15	American Indian Seatbelt Media Project	HSP 2006	MDT-SHTSO	MDT-SHTSO	(Current: Blackfeet, Assiniboine-Sioux, and Assiniboine-Gros Ventre FY 2006: Expand to additional reservations.) Help tribes develop partners with assistance of local interns to produce and distribute American Indian-related seat belt messages using their own local media messages.	Proven (3.1)/ Uncertain (3.2)	Vol. 11: Proven (8.1 A2)
16.	Montana's Child – Clearinghouse	http://www.hmhb-mt.org/mtchild.htm	MDT-SHTSO	HMHB	PI&E campaign that provides Montana families with a single point of access for community referral to needed services, including information on car seat, seat belt, and bicycle safety.	Proven (3.1)	Vol. 11: Tried (8.1 B1)/ Experimental (8.1 C1)
17	MT Occupant Protection for Children Assessment	MT Occupant Protection for Children Assessment Report 2005	GHSA, NHTSA	MDT-SHTSO, GHSA, NHTSA	GHSA, NHTSA, and MDT-SHTSO conducted an assessment of Occupant Protection for Children in the State of Montana. Report includes recommendations to the State and partnering agencies on ways to improve or expand occupant protection programs and services in Montana.		

[1] Effectiveness evaluation taken from: Hedlund, James. Countermeasure That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices, NHTSA/GHSA, 2005. Strategy reference is shown in parentheses.

[2] Effectiveness evaluation taken from: AASHTO Strategic Highway Safety Plan. Report 500 Series, Volume 11 (Seatbelt Use), NCHRP. Strategy reference is shown in parentheses.

Priority – Reduce Young Driver (Under Age 21) Fatal and Incapacitating Injury Crashes (continued)

Strat. No.	EDUCATION Current Strategies	Reference Document	Funding Agency	Implementing Agency	Overview of Actions	Effectiveness	
						NHTSA[1]	AASHTO[2]
18.	Injury Prevention Conference at Crow Reservation	E-mail from Dr. Kathy Masis, IHS with information from Jodee Dennison	IHS	IHS	IHS held an Injury Prevention Conference at the Crow Reservation; agenda topic was "Choosing to Live," Richard Malone, Sr. Medical Investigator from NM talked about seat belt use and motor vehicle injury.	Proven (3.1)/ Uncertain (3.2)	Vol. 11: Proven (8.1 A2)
19.	Increase DUI Task Forces	Highway Safety Plan (HSP) 2006	MDT-SHTSO	MDT-SHTSO	Support DUI Task Forces and assist the Training and Development Specialist with increasing the number of local DUI Task Forces.		
20.	DUI Task Forces on Tribal Reservations	Impaired-Driving Assessment	Indian Health Service's Injury Prevention Fund	Indian Health Service's Injury Prevention Fund	Funds DUI Task Forces on two reservations; these task forces conduct several activities, including saturation patrols and safety mobilizations.		
21.	Semi-Annual training for certification to teach Assessment, Course, and Treatment (ACT)	HSP 2006	MDT-SHTSO	AMDD/CDB	MDT-SHTSO will fund semi-annual training for the certification of Licensed Addiction Counselors MDT-SHTSO in collaboration with AMDD plans to develop a section of the training on cultural competency to address the American Indian population and other identified cultural needs.		
22.	Assessment, Course, and Treatment (ACT) Program	Impaired-Driving Assessment	Program is self-supporting	AMDD/CDB	A Licensed Addiction Counselor facilitates the ACT program. The program includes assessment, course and treatment. The course is a minimum of four 2-hour sessions taught by a Licensed Addiction Counselor. Treatment is required on second and/or a greater offense and referrals are made when the participant is identified to be in need of a treatment service.	Proven (4.1, 5.4)	Vol. 16: Tried (5.1 A4)/ Proven (5.1 C4)
23.	Produce Reference Materials & ACT Manual	HSP 2006	MDT-SHTSO	DPHHS AMDD ACT Manual	MDT-SHTSO will produce reference materials and newsletters for use by safety professionals, DUI Task Forces, prosecutors, judges, SKSC local coalitions, ACT chemical dependency counselors, and others. MDT-SHTSO to contract DPHHS for development of ACT Manual – manual to include culturally specific information for American Indian use.	Proven (Mass Media Campaign) (5.5)	

[1] Effectiveness evaluation taken from: Hedlund, James. Countermeasure That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices, NHTSA/GHSA, 2005. Strategy reference is shown in parentheses.

[2] Effectiveness evaluation taken from: AASHTO Strategic Highway Safety Plan. Report 500 Series, Volume 11 (Seatbelt Use), NCHRP. Strategy reference is shown in parentheses.

Priority – Reduce Young Driver (Under Age 21) Fatal and Incapacitating Injury Crashes (continued)

Strat. No.	EDUCATION Current Strategies	Reference Document	Funding Agency	Implementing Agency	Overview of Actions	Effectiveness	
						NHTSA[1]	AASHTO[2]
24.	Develop an ACT (Assessment, Course, and Treatment) Program to meet the needs of American Indians	HSP 2006	MDT-SHTSO	AMDD	Pilot test American Indian version of ACT manual in 2006.	Proven (4.1, 5.4)	Vol. 16: Tried (5.1 A4)/ Proven (5.1 C4)
25.	Contract Missoula Safe Kids Safe Communities (SKSC) Coordinator to help local SKSC organizations (impaired driving)	HSP 2006	MDT-SHTSO	Missoula City Health Department to Coordinate with SKSC	Coordinator will show local organizations how to: • Conduct effective impaired-driving programs, including alcohol server training; • work with law enforcement to encourage them to conduct impaired-driving overtime; and • how to develop local PI&E on impaired driving.	Likely (server training) (5.1)/ Proven (Check-points and patrols) (2.1, 2.2)/Proven (Mass Media Campaigns) (5.5)	Vol. 16: Proven (server training) (5 1 A2)/Proven (checkpoints) (5.1 B1)/Tried (patrols) (5.1 B2)
26.	Promote protective factors	HSP 2006	MDT-SHTSO and AMDD/CDB OPI	MDT-SHTSO, Public Instruction (OPI), Safe and Drug Free School Coordinators & AMDD/CDB	SHSTO to work with AMDD to collaborate on prevention (protective factor) activities with ATOD prevention funding sources and contracted programs.		
27.	Safe and Drug Free Schools	http://www.opi.mt.gov/SafeSchools/index.html Principles of Effectiveness and Performance Indicators for Programs Under Safe and Drug-Free Schools and Communities Funding (Rev. 1998)	Department of Education	OPI	Provides effective programs to prevent or reduce adolescent use and abuse of alcohol, other drugs, tobacco; and reduce violence (U.S. Department of Education has provided performance indicators for schools receiving this funding).	Uncertain (6.3, 6.4)	

[1] Effectiveness evaluation taken from: Hedlund, James. Countermeasure That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices, NHTSA/GHSA, 2005. Strategy reference is shown in parentheses.

[2] Effectiveness evaluation taken from: AASHTO Strategic Highway Safety Plan. Report 500 Series, Volume 11 (Seatbelt Use), NCHRP. Strategy reference is shown in parentheses.

Priority – Reduce Young Driver (Under Age 21) Fatal and Incapacitating Injury Crashes (continued)

Strat. No.	EDUCATION Current Strategies	Reference Document	Funding Agency	Implementing Agency	Overview of Actions	Effectiveness	
						NHTSA[1]	AASHTO[2]
28.	19 Regional Prevention Specialists	Impaired-Driving Assessment	AMDD/CDB	Chemical Dependency Bureau of AMDD	Prevention Specialist will assist the state and communities in implementing prevention programs to address impaired driving assessment. AMDD will work with MDT-SHTSO to develop a work plan in identified prevention events for prevention specialist to assist community coalitions in implementing or other activities as agreed upon by MDT-SHTSO and AMDD.		
29.	SKSC Coalitions	HSP 2006	MDT-SHTSO	HMHB/contract local SKSC coalitions	SKSC coalitions: • Conduct impaired-driving programs; • Use data to plan and develop impaired-driving education programs for schools; • Campaigns will target certain high-risk population segments in each community; • Provide support to local law enforcement during national mobilizations; • Conduct year-round PI&E on impaired driving (including messages re: children communicate with parents about problems associated with impaired driving); and • Develop and air campaigns as earned media that target males who drive pickup trucks, known for having the highest non-usage seat belt rate in Montana.	Proven (Check-points and patrols) (2.1, 2.2)/ Proven (Mass Media Cam-paigns) (5.5)	Vol. 16: Proven (server training) (5.1 A2)/ Proven (check-points) (5.1 B1)/ Tried (patrols) (5.1 B2)
30.	HMHB Clearinghouse	HSP 2006	MDT-SHTSO	HMHB	HMHB will continue clearinghouse service to supply infor-mational handouts to the public about impaired driving (and other topics).		
31.	"Share the Road" Program		FMCSA	Montana Motor Carriers Association (MMCA)	Safety trailer to train young drivers to be aware of truck blind spots. Staffed by volunteers and provided at various public functions.		

[1] Effectiveness evaluation taken from: Hedlund, James. Countermeasure That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices, NHTSA/GHSA, 2005. Strategy reference is shown in parentheses.

[2] Effectiveness evaluation taken from: AASHTO Strategic Highway Safety Plan. Report 500 Series, Volume 11 (Seatbelt Use), NCHRP. Strategy reference is shown in parentheses.

Priority – Reduce Young Driver (Under Age 21) Fatal and Incapacitating Injury Crashes (continued)

Strat. No.	EDUCATION Current Strategies	Reference Document	Funding Agency	Implementing Agency	Overview of Actions	Effectiveness	
						NHTSA[1]	AASHTO[2]
32.	"Let's Control It" alcohol server training	HSP 2006	MT Department of Revenue/MDT-SHTSO	SKSC	SKSC coalitions are expected to continue alcohol server training within their respective communities using the "Let's Control It" server training program.	Likely (responsible beverage service) (5.1)	Vol. 16: Proven (5.1 A2)
33.	"Home Free" designated-driver program	HSP 2006	MDT-SHTSO /Local Businesses	SKSC/Local Businesses	"Home Free" designated-driver program will use local data and available data from MDT-SHTSO that targets appropriate age group; will include health risk information and discourage over-consumption; work with local establishments to provide free non-alcoholic beverages or desserts to the designated driver.	Unknown (designated drivers) (5.3)	
34.	Encourage Native American participation in SKSC/development of SKSC and DUI Task Force	HSP 2006	MDT-SHTSO	SKSC	SKSC coalitions and DUI Task Forces will encourage participation by American Indians and help American Indians with establishing their own SKSC on the reservations; including help with developing culturally sensitive impaired-driving messages.	Proven (Checkpoints and patrols) (2.1, 2.2)/ Proven (Mass Media Campaigns) (5.5)	Vol. 16: Proven (server training) (5.1 A2) Proven (checkpoints) (5.1 B1)/ Tried (patrols) (5.1 B2)
35.	Impaired-driving media message for Native American males 18 to 34 years of age	MT 402 Program FFY2005, Combined Performance and Highway Safety Plan	MDT-SHTSO	Contract advertising agency	Pilot project for two or more Indian reservations; focus on Native American males 18 to 34 years of age.	Proven (5.5)	
36.	Enforcing Underage Drinking Laws Grant	Montana Prevention Resource Directory http://www.prevention.state.mt.us	MBCC	MBCC	Grant to reduce sale and consumption of alcohol by minors through increased enforcement, operations to check for sales of alcohol to minors by local merchants, alternative sentencing programs, training on alcohol sales, and community planning.	Proven (Checkpoints and patrols) (2.1, 2.2) / Proven (Mass Media Campaigns) (5.5)	Vol. 16: Proven (server training) (5.1 A2) Proven (checkpoints) (5.1 B1)/ Tried (patrols) (5.1 B2)

[1] Effectiveness evaluation taken from: Hedlund, James. Countermeasure That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices, NHTSA/GHSA, 2005. Strategy reference is shown in parentheses.

[2] Effectiveness evaluation taken from: AASHTO Strategic Highway Safety Plan. Report 500 Series, Volume 11 (Seatbelt Use), NCHRP. Strategy reference is shown in parentheses.

Priority – Reduce Young Driver (Under Age 21) Fatal and Incapacitating Injury Crashes (continued)

Strat. No.	EDUCATION Current Strategies	Reference Document	Funding Agency	Implementing Agency	Overview of Actions	Effectiveness	
						NHTSA[1]	AASHTO[2]
37.	Community Incentive Program	Montana Prevention Resource Directory http://www.prevention.state.mt.us	AMDD/CDB	AMDD/CDB	To provide funds and/or technical assistance to support MT communities' capacity to prevent substance abuse. The Communities That Care program provides training and technical assistance to affect all five ICC goals. Services are provided to meet the needs of each reservation (culturally sensitive)		
38.	Substance Abuse Prevention and Treatment (SAPT) Grant	Montana Prevention Resource Directory http://www.prevention.state.mt.us	AMDD/CDB	AMDD/CDB	Funds State Approved Chemical Dependency Programs to provide substance abuse treatment and prevention services. Services are provided to meet the needs of each reservation (culturally sensitive)		
39.	Montana National Guard High School Drug Education Program	Montana Prevention Resource Directory http://www.prevention.state.mt.us	State	National Guard	Instructs and educates high school youth in the dangers of drug use, while providing insight and information which supports the students' ability to make good choices, recognize personal accountability for actions. The drug education covers both legal and illegal substances, and the program of instruction can be tailored to a high school's specific interest which might be based upon prevailing types of substance abuse at the locality versus the challenges another school or community may be facing.		
40.	Standard Field Sobriety Testing (SFST) Refresher Training	HSP 2006	MDT-SHTSO	Montana Highway Patrol (MHP)	MHP to provide SFST refresher training.		
41.	SFST Training for American Indian tribal law enforcement	HSP 2006	MDT-SHTSO	MT Law Enforcement Academy/State Crime Lab	MDT-SHTSO will fund American Indians to attend SFST training at the MT Law Enforcement Academy or regional SFST training. MDT-SHTSO also will contract MHP to conduct refresher training on the reservations.		
42.	Drug Evaluation and Certification (DEC) Program	HSP 2006	MDT-SHTSO	MHP	MDT-SHTSO will provide funding for 3 MHP officers to attend and complete DRE training		

[1] Effectiveness evaluation taken from: Hedlund, James. Countermeasure That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices, NHTSA/GHSA, 2005. Strategy reference is shown in parentheses.

[2] Effectiveness evaluation taken from: AASHTO Strategic Highway Safety Plan. Report 500 Series, Volume 11 (Seatbelt Use), NCHRP. Strategy reference is shown in parentheses.

Priority – Reduce Young Driver (Under Age 21) Fatal and Incapacitating Injury Crashes (continued)

Strat. No.	EDUCATION Current Strategies	Reference Document	Funding Agency	Implementing Agency	Overview of Actions	Effectiveness	
						NHTSA[1]	AASHTO[2]
43.	Law Enforcement-Related Impaired-Driving Media Messages	HSP 2006	MDT-SHTSO	Banik Communications	Develop and disseminate radio and TV messages and billboards; Impaired-driving messages will focus on youth and adults and coincide with national mobilizations; Media coverage of approximately 85 percent of the population.	Proven (5.5)	
44.	Public Survey of Impaired-Driving Issues	HSP 2006	MDT-SHTSO	Banik Communications	Conduct survey asking publics' understanding of impaired-driving issues and laws, such as .08 Blood Alcohol Content (BAC). Agency to develop and implement media campaign to support local SKSC coalitions.		
45.	American Indian Impaired-Driving Media Project	HSP 2006	MDT-SHTSO	Banik Communications	Develop and implement American Indian impaired-driving media campaign; ad agency will engage American Indian interns to manage project.	Proven (5.5)	
46.	Impaired-Driving Messages for youth incarcerated at Pine Hills in Miles City and Riverside in Boulder	HSP 2006	MDT-SHTSO	Department of Corrections	Impaired-driving educational efforts for American Indian and non-American Indian incarcerated youth; portions of OPI's Drivers Education Curriculum will support this training.	Proven (3.1)/ Uncertain (3.2)	
47.	Brief Screening and Interventions (BSI) Program	HSP 2006	EMS	EMS	MDT-SHTSO will support BSI program; BSI is proven to help reduce alcohol-related injuries; funding to increase BSI programs in health settings and train those who request participation in the program.	Proven (4.1, 5.4)	Vol. 16: Tried (5.1 A4)/ Proven (5.1 C4)
48.	Open Container Education Media Messages	HSP 2006	MDT-SHTSO	Banik Communications	MDT-SHTSO will contract ad agency to develop and air open container education media messages in MT's seven largest media markets and a few smaller ones, will include radio, TV, newspaper, and printed educational materials.	Proven (Mass Media Campaign) (5.5)/ Uncertain (Open Air Container law) (1.4)	

[1] Effectiveness evaluation taken from: Hedlund, James. Countermeasure That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices, NHTSA/GHSA, 2005. Strategy reference is shown in parentheses.

[2] Effectiveness evaluation taken from: AASHTO Strategic Highway Safety Plan. Report 500 Series, Volume 11 (Seatbelt Use), NCHRP. Strategy reference is shown in parentheses.

Priority – Reduce Young Driver (Under Age 21) Fatal and Incapacitating Injury Crashes (continued)

Strat. No.	EDUCATION Current Strategies	Reference Document	Funding Agency	Implementing Agency	Overview of Actions	Effectiveness	
						NHTSA[1]	AASHTO[2]
49.	Impaired-Driving Prevention Project	E-mail from Dr. Kathy Masis, Indian Health Service (IHS) with information from Jodee Dennison		Wind River Service Unit – WR Service and Injury Prevention Resources – Wyoming	Need more information.		
50.	Students Against Destructive Decisions (SADD)	Impaired-Driving Assessment SADD web site	Some schools	Chapters in some schools	SADD – youth-based education and prevention organization focusing on effective evidence-based prevention programming; various activities, including information dissemination and access to local communities (see www.sadd.org).	Uncertain (6.3, 6.4)	
51.	Youth Risk Behavior Survey	Impaired-Driving Assessment	OPI	OPI	Survey of middle- and high-school students conducted in odd years.		
52.	Prevention Needs Assessment Survey	Impaired-Driving Assessment	AMDD/CDB	AMDD/CDB	Risk and protective factor assessment of 8th, 10th and 12th graders throughout the state. This survey is conducted in even numbered years.		
53.	Substance Abuse Prevention Programs – "Life Skills Training" (LST)	Impaired-Driving Assessment	Some schools	Individual schools	Science-based substance abuse prevention programs.	Proven (alcohol screening and brief intervention) (5.4)	
54.	Hospital-based intervention and screening programs	Impaired-Driving Assessment	Hospitals	Hospitals	Four Level II trauma center hospitals – utilize brief intervention strategy with patients in ED or Trauma Wards; patients encouraged to recognize risks of DUI and moderate their alcohol consumption.	Proven (alcohol screening and brief intervention) (5.4)	Vol. 16: Tried (5.1 A4)
55.	Gallatin Responsive Interventions Partnership (GRIP)	Impaired-Driving Assessment	Grant from Join Together (JTO) Demand Treatment Program	Gallatin County	Increase community leadership around alcohol as a health issue, provide information for community action, improve treatment quality, and end discrimination against people seeking treatment.		

[1] Effectiveness evaluation taken from: Hedlund, James. Countermeasure That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices, NHTSA/GHSA, 2005. Strategy reference is shown in parentheses.

[2] Effectiveness evaluation taken from: AASHTO Strategic Highway Safety Plan. Report 500 Series, Volume 11 (Seatbelt Use), NCHRP. Strategy reference is shown in parentheses.

Priority – Reduce Young Driver (Under Age 21) Fatal and Incapacitating Injury Crashes (continued)

Strat. No.	ENFORCEMENT Current Strategies	Reference Document	Funding Agency	Implementing Agency	Overview of Actions	Effectiveness	
						NHTSA[1]	AASHTO[2]
56.	Graduated Driver Licensing (GDL)/61-5-132 (*Effective July 1, 2006*). Prerequisites for issuance of driver's license to minor (ALSO listed above under EDUCATION)	Impaired-Driving Assessment/Montana Code Annotated 2005 MDT's Montana's Graduated Driver's License Law Brochure		Motor Vehicle Division, MT State Police, local law enforcement, OPI	Three Phases of Young Driver Training (under age of 18): 1) Learner's license or instruction permit (six months) 2) Restricted license (six months); and 3) Unrestricted license (eligible at age 18 or after 1 year of experience under the restricted license) ALSO: licensee must pass a roads or skills test; 50 hours of driving experience (10 hours at night) under supervision of authorized person; no citations for traffic violations or alcohol/drug offense; limits on driving between 11 p.m. and 5a.m.; limits on number of passengers in vehicle; each occupant must wear a seat belt	Proven (1.1, 1.2, 1.3)/ Likely (1.4, 4.1)/None (2.1)	Vol. 14: Proven/Tried (6.1 D1)
57.	GDL Violations			Motor Vehicle Division, MT State Police, local law enforcement	Penalty for violations – first offense – 20 to 60 hours of community service; second offense – suspension of driver's license for 6 months.		
58.	GDL Violations – DUI	Impaired-Driving Assessment	N/A	Motor Vehicle Division, MT State Police, local law enforcement, Courts	.02 BAC limit for drivers under age 21; fines and license suspension are possible with conviction or for refusal of BAC test, probationary licenses cannot be obtained when a BAC test is refused.	Proven (1.1, 1.2)/Likely (4.1, 6.1, 6.2)	Vol. 16: Proven (5.1 B3)/Tried (5.1 C2)
59.	DUI Conviction – License Suspension/Revocation	Impaired-Driving Assessment/What You Need to Know about ACT Brochure		Motor Vehicle Division, Courts, Law Enforcement	First Conviction DUI – License Suspension. Second Conviction DUI – License suspended for one year; no probationary license may be issued during that time; vehicle sanctions may be imposed – including impoundment, immobilization, or vehicle forfeiture. Commercial Driver's License (CDL) – No probationary license may be issues for operation of CMV.	Proven (ALR/ALS) (1.1)	Vol. 16: Proven (license suspension) (5.1 C1)

[1] Effectiveness evaluation taken from: Hedlund, James. Countermeasure That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices, NHTSA/GHSA, 2005. Strategy reference is shown in parentheses.

[2] Effectiveness evaluation taken from: AASHTO Strategic Highway Safety Plan. Report 500 Series, Volume 11 (Seatbelt Use), NCHRP. Strategy reference is shown in parentheses.

Priority – Reduce Young Driver (Under Age 21) Fatal and Incapacitating Injury Crashes (continued)

Strat. No.	ENFORCEMENT Current Strategies	Reference Document	Funding Agency	Implementing Agency	Overview of Actions	Effectiveness	
						NHTSA[1]	AASHTO[2]
60.	61-5-212. Driving while license suspended or revoked – penalty – seizure of vehicle or rendering vehicle inoperable	Impaired-Driving Assessment/What You Need to Know about ACT Brochure/Montana Code Annotated 2005		Motor Vehicle Division, Courts, Law Enforcement	Penalties may include: imprisonment for two days up to six months; fine of up to $500; additional year of license suspension or revocation; six conviction points added to MT Motor Vehicle Record.		Vol. 2: Proven (incarcerate offenders) (2.1 D2)
61.	61-8-460. Unlawful possession of open alcoholic beverage container in motor vehicle on highway	Montana Annotated Code 2005		Police and Sheriff agencies, MT Highway Patrol	A person commits the offense of unlawful possession of an open alcoholic beverage container in a motor vehicle if the person knowingly possesses an open alcoholic beverage container within the passenger area of a motor vehicle on a highway; person convicted of unlawful possession of an open alcoholic beverage container in a motor vehicle shall be fined up to $100.	Uncertain (1.4)	
62.	Minors-in-Possession (MIP)	Montana 402 Program FFY 2005 Combined Performance and Highway Safety Plan	Self-supporting	Courts, corrections, law enforcement	Community-based substance abuse information course for Minors under 17 years of age convicted of a MIP.		
63.	Special Traffic Enforcement Programs (STEP) focusing on occupant protection	HSP 2006	MDT-SHTSO	Police and Sheriff agencies, MT H.P.	Funds sustained overtime enforcement for occupant protection enforcement during national and state mobilizations.	Proven (2.1)	Vol. 11: Proven (8.1 A1)
64.	Pilot Project: STEP seat belt enforcement overtime project on reservations	HSP 2006	MDT-SHTSO	MDT-SHTSO	MDT-SHTSO law enforcement liaison will manage contracted liaisons to help coordinate efforts between MTDOT Tribal Coordinator, tribal law enforcement, and other law enforcement agencies.	Proven (2.1)	Vol. 11: Proven (8.1 A1)

[1] Effectiveness evaluation taken from: Hedlund, James. Countermeasure That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices, NHTSA/GHSA, 2005. Strategy reference is shown in parentheses.

[2] Effectiveness evaluation taken from: AASHTO Strategic Highway Safety Plan. Report 500 Series, Volume 11 (Seatbelt Use), NCHRP. Strategy reference is shown in parentheses.

Priority – Reduce Young Driver (Under Age 21) Fatal and Incapacitating Injury Crashes (continued)

Strat. No.	ENFORCEMENT Current Strategies	Reference Document	Funding Agency	Implementing Agency	Overview of Actions	Effectiveness	
						NHTSA[1]	AASHTO[2]
65.	DUI/Seat Belt Checkpoints	E-mail from Dr. Kathy Masis, IHS with information from Jodee Dennison	Crow Service Unit Sanitarian, Fort Belknap Tribal Health Department Sanitarian, Wind River Service Unit – WR Service and Injury Prevention Resources –Wyoming, Arapaho Service Unit Sanitarian (of IHS) with local tribal police	IHS	Coordination of random DUI/seat belt checkpoints with tribal police department.	Proven (2.1)	Vol. 11: Proven (8.1 A1) / Vol. 16: Proven (5.1 B1)
66.	Local Safety Programs		City and County budgets	Local Enforcement Agencies	Local funding is used for law enforcement efforts related to traffic safety.	N/A	
67.	Passing of HB35 in 2005 MT Legislative Session	Montana Highway Patrol 2004 Annual Report (dated April 2005)	State	Montana Highway Patrol	Legislation that allows new way of recruiting and retaining qualified individuals in the MHP; opportunity to hire an additional 20 officers per year for the next four years.		

[1] Effectiveness evaluation taken from: Hedlund, James. Countermeasure That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices, NHTSA/GHSA, 2005. Strategy reference is shown in parentheses.

[2] Effectiveness evaluation taken from: AASHTO Strategic Highway Safety Plan. Report 500 Series, Volume 11 (Seatbelt Use), NCHRP. Strategy reference is shown in parentheses.

Priority – Reduce Young Driver (Under Age 21) Fatal and Incapacitating Injury Crashes (continued)

Strat. No.	ENGINEERING Current Strategies	Reference Document	Funding Agency	Implementing Agency	Overview of Actions	Effectiveness	
						NHTSA[1]	AASHTO[2]
68.	Highway Safety Improvement Program (Encompasses former Safety Engineering Improvement Program (SEIP) and Hazard Elimination Safety Program (HES))	Traveler Safety Policy Paper, TRANPLAN 21 – 2002 Update Safety Engineering Improvement Program (seven-page document by Safety Management Section)	MDT Engineering, Traffic and Safety Bureau	MDT Engineering; Safety Management Section	The Highway Safety Improvement Program provides funds for safety improvements on all public roads and highways. These funds serve to eliminate or reduce the number and/or severity of traffic accidents at high accident locations and to encourage engineering improvements that address identified safety needs (based on crash data identified by state, county, local, and Federal ownership and identified by location and severity).. While not specifically targeted to young driver crashes, HSIP projects can improve roadway conditions and eliminate hazards that contribute to young driver crashes.	Specific to each project/ treatment (Vol. 6)	

Notes: Members of the Reducing Young Driver Fatal and Incapacitating Crashes Action Team should review: the "Priority Recommendations" listed in *The State of Montana Impaired Driving Assessment*, May 22-27, 2005; and the *State of Montana Occupant Protection for Children Assessment Report*, Montana Department of Transportation; September 18-22, 2005.

[1] Effectiveness evaluation taken from: Hedlund, James. Countermeasure That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices, NHTSA/GHSA, 2005. Strategy reference is shown in parentheses.

[2] Effectiveness evaluation taken from: AASHTO Strategic Highway Safety Plan. Report 500 Series, Volume 11 (Seatbelt Use), NCHRP. Strategy reference is shown in parentheses.

Young Driver Crashes

New Strategies

CHAMPION: NAME: David Huff (OPI) E-Mail: dhuff@mt.gov Phone #: 406-444-4396	Sponsoring Agency	Agency Contact	Implementation Approach-Action Steps-When?	Agency Planning Documents or Procedures	Coordination/ Outreach Efforts	Funding Approach/ Needy/Sources	Implementation Oversight	Reporting Requirements	Evaluation/ Assessment Procedure
C. **Reduce young driver (under age 21) fatal and incapacitating injury crashes**	**Implementation Team: Hwy. Patrol, Mike Cooney (HMHB), Judge Mohr, Lucy Take a Horse (?)(Crow Tribe), Denise Harris (?)(AAA). Plus any others with expertise or interest.**								
YD-9 Provide Tools and Incentives to Incorporate Traffic Safety Education in Elementary and Junior High Schools (19 votes) Reintroduce traffic safety education programs back into elementary and junior HS curriculum (Action Team suggestion). Junior high is important as it addresses the kids before they are even eligible for driver education.	1 -3 Unidentified Community Organization 4. OPI Health Enhancement and Safety Division – Traffic Education Unit	1 -3 Unknown 4. David Huff	1 Assess present K-8 traffic education efforts and needs through regional focus groups with teachers and principals (06-07 SY) 2 Identify, Develop/Obtain, and Provide resources for K-8 TE programs (07-08 SY). 3. Coordinate with the state Safe Routes to School Initiative for child practice in traffic education skills (07-08 SY). 4. Investigate Board of Education resolution or standard for K-8 traffic education	1 -3. Unknown 4. Board of Education Standards/Resolution Adoption Rules	1 -4 Safe Routes to School Initiative, Safe Kids Safe Communities; OPI Health Enhancement and Safety Division; MDT Highway Safety Office, Montana PTA, Local Community Action groups; local law enforcement; Montana Traffic Education Association; Local Schools; 21st Century after school programs (OPI); others as identified in process	1 -3. Unidentified 4 OPI Traffic Education – no additional funds needed.	1 -3 Unidentified 4 OPI Traffic Ed	1. Provide report summarizing findings and recommendations; 2. Provide report identifying resources provided to which schools; 3. Summarize activities coordinated with Safe Routes to School 4. None	1 -3 Develop survey/ report to be completed by Community Organization tasked with implementing this initiative. 4. OPI Traffic Ed reports to MDT Strategic Planning success or nonsuccess in adoption of resolution or standard.
YD-10 Primary Safety Belt Law/Child Passenger Safety (11 votes) Enact primary safety belt law (Action Team suggestion)	OPI Health Enhancement and Safety Division, Traffic Education Unit	David Huff	Circulate information to young driver partners about legislative initiatives on primary seat belt law	None	Montana Traffic Education Association; Traffic Education Teachers	OPI Traffic Education – No additional funds needed	OPI Traffic Education	None	None

CHAMPION: NAME: David Huff (OPI) E-Mail: dhuff@mt.gov Phone #: 406-444-4396	Sponsoring Agency	Agency Contact	Implementation Approach-Action Steps-When?	Agency Planning Documents or Procedures	Coordination/ Outreach Efforts	Funding Approach/ Needs/Sources	Implementation Oversight	Reporting Requirements	Evaluation/ Assessment Procedure
C. Reduce young driver (under age 21) fatal and incapacitating injury crashes (continued)	**Implementation Team: Hwy. Patrol, Mike Cooney (HMHB), Judge Mohr, Lucy Take a Horse (?)(Crow Tribe), Denise Harris (?)(AAA). Plus any others with expertise or interest.**								
YD-14 Affordable/Accessible Drivers Education at all Schools (16 votes) (CTSP Committee suggestion)	1. Little Big Horn College (LBHC) and OPI Traffic Ed; State Highway Traffic Safety Office (MDT-SHTSO) 2. OPI Health Enhancement and Safety Division, Traffic Education Unit. 3. Senator Mike Cooney	1 Everall Fox, Academic Dean LBHC; David Huff Traffic Education Director, OPI; Priscilla Sinclair, MDT-SHTSO Officer 2. David Huff 3. Senator Mike Cooney	1. Recruit teachers for traffic education from schools on or near NA Reservations; provide scholarships for training; assist schools on or near reservations to get traffic education program approval; 2. Sustain and Revitalize current driver education assets on or near reservations by hosting a summit for driver education teachers to assess needs for improved and expanded programs 3. Sponsor bill increasing reimbursement to schools for traffic education to 50% average costs	1.-2. OPI Traffic Education Standards/ Requirements/Procedures for High School Driver Education Programs 3. Bill Adoption – Montana State Legislature Bill introduction and adoption policies and practices. TE Fund distribution – MCA 20-7-Part 5; Title 10 Chapter 13 ARM	1. Little Big Horn College; Office of Public Instruction; High Schools on or near Crow and Northern Cheyenne Reservations; MT State Highway Safety Office. 2. OPI Traffic Education Unit 3. Senator Mike Cooney; Dept. of Justice; Office of Public Instruction; Montana Traffic Education Association, other traffic safety partners.	1. MDT-SHTSO grant (grant request has been submitted). 2. Funding source not yet identified – needs will include cost of conducting a two-day meeting plus travel costs for about 24 teachers. 3. Bill will identify source of funds for TE reimbursement – in 2005 the bill identified driver license fee as the source	1. Little Big Horn College. 2. OPI Traffic Education Unit 3. State Traffic Education funds are distributed by the OPI.	1 Standard MDT-SHTSO grant reporting requirements (quarterly). 2. Summary of Summit activities; Report on value to teachers from post summit evaluation by attendees. Needs assessment report. 3. School must report TE activities in a year-end report in order to receive reimbursement.	1 Built into grant application (number new teachers, new programs) 2. Percent attendance of existing TE teachers; Post summit assessment by participants 3. Did bill Pass? If not, post session evaluation by sponsor and advocates of process and recommendation for future years
YD-16 Develop a Role and Strategy for Law Enforcement in GDL (9 votes) (CTSP Committee suggestion)	Montana Highway Patrol	Colonel Paul Grimstad	Research and write recommendations for law enforcement in regards to GDL education with teens and parents and enforcement with teen drivers	Unknown	Office of Public Instruction; Montana Traffic Education Association; Montana Police Protection Association, Montana Sheriffs U and peace Officers Association, Montana Department of Justice MVD and AG	Unknown	Montana Highway Patrol	Distribute Recommendations to Law Enforcement agencies and education partners	Review document with feedback from partners 6-12 months following distribution and update as needed

Emphasis Area #7. High-Crash Corridors/High-Crash Locations

Champion: MDT Engineering

Objective: **Establish a Process to Reduce Crashes, Injury Crashes, and Fatal Crashes in Identified High-Crash Corridors and Locations.**

Performance Measures:

- **Average annual number of crashes in identified high-crash corridors/locations; and**
- **Annual severity rate of crashes in identified high-crash corridors/locations.**

Various locations on Montana's roadways experience higher than typical crash and/or crash severity rates. In developing the CHSP, the TSB in conjunction with the State Highway Traffic Safety Office (MDT-SHTSO) identified the most dangerous highway corridors on the national and state road system in Montana. The purpose of this effort was to identify the State's most significant high-crash corridors and to then conduct an analysis of crash data to identify the predominant factors contributing to crashes in these locations. This information was then used to support the identification of specific countermeasures that could be applied these corridors.

High-Crash Corridors/High-Crash Locations

Existing Programs

Priority – Identify High-Crash Corridors/Locations and Implement Countermeasures

Strat. No.	DATA MANAGEMENT Current Strategies	Reference Document	Funding Agency	Implementing Agency	Overview of Actions	Effectiveness	
						NHTSA[1]	AASHTO[2]
1.	Montana Traffic Records Strategic Plan (MT-TRSP)	State of Montana Traffic Records Strategic Plan – Final Report (February 6, 2006)	Montana Department of Transportation (MDT)/ MDT State Highway Traffic Safety Office (MDT-SHTSO)	Traffic Records Coordinating Committee (TRCC), MDT-SHTSO and other state agencies	Guiding document for statewide Traffic Records Coordinating Committee (TRCC) (stakeholders of state crash records); purposes of MT-TRSP: • Fulfill the requirements of the Montana Traffic Records Assessment (TRA); • Provide Montana state agencies with a common basis for moving ahead with traffic records systems upgrades, integration, and data analysis; and • Provide a basis for Montana's grant requests to the National Highway Traffic Safety Administration (NHTSA) to receive first-year and successive-year grants under Section 408 (Title 23).		
2.	Montana Accident Records System (MARS)	State of Montana Traffic Records Strategic Plan – Final Report (February 6, 2006)			Montana Crash Records System – populated by police accident reports, shared with Federally-mandated Fatality Analysis Reporting System (FARS) and (SAFETYNET); almost fully compliant with Model Minimum Uniform Crash Criteria (MMUCC) promoted by U.S. DOT.		
3.	MDT Road Inventory (Road Log)	State of Montana Traffic Records Strategic Plan – Final Report (February 6, 2006)	MDT-SHTSO	MDT-SHTSO	Contains roadway and intersection characteristics; contains basic information on geometric and traffic conditions on a segment-by-segment basis; and includes information on surface type, lane and shoulder widths, number of lanes, and average annual daily traffic (AADT).		

[1] Effectiveness evaluation taken from: Hedlund, James. Countermeasure That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices, NHTSA/GHSA, 2005. Strategy reference is shown in parentheses.

[2] Effectiveness evaluation taken from: AASHTO Strategic Highway Safety Plan. Report 500 Series, Volume 11 (Seatbelt Use), NCHRP. Strategy reference is shown in parentheses.

Priority – Identify High-Crash Corridors/Locations and Implement Countermeasures (continued)

Strat. No.	ENFORCEMENT Current Strategies	Reference Document	Funding Agency	Implementing Agency	Overview of Actions	Effectiveness	
						NHTSA[1]	AASHTO[2]
4.	Local Safety Programs		City and County budgets	Local Law Enforcement Agencies	Local funding is used for law enforcement efforts related to traffic safety.	Proven (2.1, 2.2)/Likely 2.3	Vol. 16: Proven (5.1 B1, 5.1 B3)/ Tried (5.1 B2)
5.	Speed Control	HSP 2006	MDT-SHSTO through MDT Purchasing Bureau	MT Highway Patrol, local police and sheriff agencies; MDT Maintenance	MDT-SHTSO is purchasing five "Your Speed Is" trailers to measure and show a vehicle's speed on the roadway; assist in speed education for the public, school zone awareness, high-volume traffic areas, and strategic placement of law enforcement officers. MDT Maintenance Div. Is also purchasing portable speed trailers, specifically to monitor before and after project implementation conditions.	Varies (2.3)	
6.	Special Traffic Enforcement Programs (STEP)	HSP 2006	MDT-SHSTO	Law Enforcement	Sustained overtime activities for law enforcement to conduct speed enforcement – coverage to 85 percent of statewide population areas – agencies to submit plans to MDT-SHTSO for sustained and mobilization enforcement activities.	Uncertain (2.1)/ Proven (1.1)	Vol. 1: Tried (4.1 A1)
7.	Special Traffic Enforcement Program (STEP) focusing on impaired-driving enforcement – including Safety Spot Checks	HSP 2006	MDT-SHSTO	Police and Sheriff agencies, MT Highway Patrol	Funds sustained overtime impaired-driving enforcement and overtime patrols during national impaired-driving mobilizations. MDT-SHTSO will actively recruit more law enforcement agencies to participate in STEP overtime. MT Highway Patrol will commit to conducting safety spot checks in strategic areas through the State. Highway Patrol can use stops to address seat belt usage violations and speed enforcement, as well.	Proven (sobriety checkpoints, saturation patrols) (2.1, 2.2)/Likely (Integrated Enforcement) (2.3)	
8.	Montana Highway Patrol – Regular Enforcement Activities		MDT-SHSTO	MT Highway Patrol	Ongoing speed and DWI enforcement.		

[1] Effectiveness evaluation taken from: Hedlund, James. Countermeasure That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices, NHTSA/GHSA, 2005. Strategy reference is shown in parentheses.

[2] Effectiveness evaluation taken from: AASHTO Strategic Highway Safety Plan. Report 500 Series, Volume 11 (Seatbelt Use), NCHRP. Strategy reference is shown in parentheses.

Priority – Identify High-Crash Corridors/Locations and Implement Countermeasures (continued)

Strat. No.	ENGINEERING Current Strategies	Reference Document	Funding Agency	Implementing Agency	Overview of Actions	Effectiveness	
						NHTSA[1]	AASHTO[2]
9.	Highway Safety Improvement Program (Encompasses former Safety Engineering Improvement Program (SEIP) and Hazard Elimination Safety Program (HES))	Traveler Safety Policy Paper, TRANPLAN 21 – 2002 Update Safety Engineering Improvement Program (seven-page document by Safety Management Section)	MDT Engineering, Traffic and Safety Bureau	MDT Engineering; Safety Management Section	The Highway Safety Improvement Program provides funds for safety improvements on all public roads and highways. The goal of the program is to eliminate or reduce the number and/or severity of traffic accidents at high accident locations and to encourage engineering improvements that address identified safety needs (based on crash data identified by state, county, local, and Federal ownership and identified by location and severity). Program includes sub-program to address single vehicle off-road short road segments.	Specific to each project/ treatment (Vol. 6)	
10.	Shoulder Rumble Strip Policy	MDT Highways & Engineering Division Management Memo (rev. 6/23/2000)	MDT	MDT	Specifies policy for the use of rumble strips on roadway shoulders. Provides specifications for location and design on Interstate highways, National Highway, Primary, and Secondary Routes.		
11.	1999 Access Management Project	Access Management and Land Use Planning Policy Paper, TRANPLAN 21 – 2002 Update	MDT Engineering	MDT Engineering	The 1999 Access Management Project established a new access classification system for Montana's National Highway System and Primary System. The classification system provides a framework for managing access onto the roadway. The overall approach for implementing these guidelines involves consistent application of the access management classification system. The system improves safety through strengthened access management.		
12.	Railroad Safety *At grade highway/railroad safety improvement. *Railroad circuitry upgrade. *Highway/Railroad grade separation.	Policy and procedure manual	FRA/FHWA/ MDT/RR	MDT/RR	The Rail Highway Safety Program provides funds for safety improvements at public highway-rail grade crossings. These funds are utilized to eliminate or reduce the number of grade crossing collisions statewide. Grade crossing information is collected on-site at each crossing and is entered in MDT's TIS Crossing Database. Utilizing this database, grade crossing safety projects are prioritized and Diagnostic Review Teams are organized to determine what type of safety improvements are to be implemented.		

[1] Effectiveness evaluation taken from: Hedlund, James. Countermeasure That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices, NHTSA/GHSA, 2005. Strategy reference is shown in parentheses.

[2] Effectiveness evaluation taken from: AASHTO Strategic Highway Safety Plan. Report 500 Series, Volume 11 (Seatbelt Use), NCHRP. Strategy reference is shown in parentheses.

Priority – Identify High-Crash Corridors/Locations and Implement Countermeasures (continued)

Strat. No.	ENGINEERING Current Strategies	Reference Document	Funding Agency	Implementing Agency	Overview of Actions	Effectiveness	
						NHTSA[1]	AASHTO[2]
13.	Montana Driver-In Vehicle Education/Advanced Driving Program	http://www.opi.mt.gov/drive/Index.htm OPI, Division of Health Enhancement and Safety Program Descriptions 2004.	Funding from user fees(no appropriation, program approved by legislature each year)	OPI	D.R.I.V.E., workshop is designed to enhance driver risk management skills, using behind-the-wheel training to increase risk awareness and to enhance the participants' behaviors to better manage ordinary and critical driving situations. The One-Day Workshop is for first-time participants. The Half-Day "Refresher" Workshop is for those individuals who have completed the One-Day Workshop and wish to refresh and enhance their driver risk management skills.	Unknown (2.2)	
14.	Implement MT Rest Area Plan	Montana Rest Area Plan Amended May 2004.	MDT	MDT	(No info on current status)		
15.	Montana Statewide EMS Program	State of Montana Reassessment of Emergency Medical Services, June 2005	NHTSA with Montana EMS and Trauma Systems (EMSTS) Section of Department of Public Health and Human Services (DPHHS)	EMSTS	Montana program consists of 5,000 EMS providers; 100 percent of Montana residents are served by 9-1-1 service. EMSTS is working to develop a comprehensive system for assessing, planning, developing, deploying, and coordinating EMS resources.		

[1] Effectiveness evaluation taken from: Hedlund, James. Countermeasure That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices, NHTSA/GHSA, 2005. Strategy reference is shown in parentheses.

[2] Effectiveness evaluation taken from: AASHTO Strategic Highway Safety Plan. Report 500 Series, Volume 11 (Seatbelt Use), NCHRP. Strategy reference is shown in parentheses.

High-Crash Corridors/High-Crash Locations

New Strategies

CHAMPION: NAME: MDT-Engineering E-Mail: _____ Phone #: _____	Sponsoring Agency	Agency Contact	Implementation Approach-Action Steps-When?	Agency Planning Documents or Procedures	Coordination/ Outreach Efforts	Funding Approach/ Needs/Sources	Implementation Oversight	Reporting Requirements	Evaluation/ Assessment Procedure
Reduce and mitigate the consequences of crashes, injury crashes and fatal crashes in identified high-crash locations, high-risk rural roads, and railroad crossings.	**Implementation Team: MDT-Maintenance, MDT-Planning, Hwy Patrol, FHWA, WTI. Plus any others with expertise or interest.**								
HC-1/HC-2 Review Guidelines for Pavement and Shoulder Widths/ Review side Slopes (12 votes). Review guidelines/design standards for pavement and shoulder widths on reconstruction projects on state-maintained highways with speed limits greater than 45 mph. Provides recovery area and allows installation of rumble strips, safety for bikers/ joggers, and reduction in run-off-the-road crashes. (MDT Engineering suggestion) Review design standards for side slopes to allow for better recovery and less chance of rollover. Review side slopes on reconstruction and slope flattening projects on state-maintained highways. (MDT Engineering suggestion)	MDT	Duane Williams/ Paul Ferry/ Lloyd Rue (resource)	Geometric Design standards review; r e , slopes, intersection channelization and control, etc.	RDM/TFM	MDT Engineering, Maintenance, Planning, FHWA, Highway patrol	Staff using over-head to deter-mine a procedure	Chief/Preconstru ction Engineer	Summer 2007	
HC-4/HC-5 Six-Inch Pavement Markings/Longer-lasting pavement markings (7 votes) Develop guidelines (that consider functional classification, ADT, crash history, etc.) for application of six-inch pavement markings that will increase roadway delineation. (MDT Engineering suggestion) Apply longer-lasting pavement markings that better withstand anti-icing, sanding, deicing, and snow plowing. Research project has been recommended. (MDT Engineering suggestion)	MDT	Duane Williams	Evaluate pavement marking materials – signing materials, Centerline rumble strips	Pavement Marking Policy/Rumble strip policy	MDT Planning/ Maintenance/Engineering, FHWA,	Maintenance and project-specific funds	Chief/Preconstru ction Engineer, Maintenance Administrator	Summer 2007	

CHAMPION: NAME: MDT-Engineering E-Mail:_____ Phone #:_____	Sponsoring Agency	Agency Contact	Implementation Approach-Action Steps-When?	Agency Planning Documents or Procedures	Coordination/ Outreach Efforts	Funding Approach/ Needs/Sources	Implementation Oversight	Reporting Requirements	Evaluation/ Assessment Procedure
Reduce and mitigate the consequences of crashes, injury crashes and fatal crashes in identified high-crash locations, high-risk rural roads, and railroad crossings. (continued)	**Implementation Team: MDT-Maintenance, MDT-Planning, Hwy Patrol, FHWA, WTI. Plus any others with expertise or interest.**								
HC-8 Road Safety Audits (9 votes) Evaluate procedures utilized for road safety audits and revise procedures for future audits to provide MDT, law enforcement, and other stakeholders with best possible information to implement safety improvements/enhancements. (MDT Engineering suggestion)	MDT	Pierre Jomini	Establish a Road Safety Audit program – 2 processes (programmed project and high-crash corridor)	New Procedure Document	Implementation team	New FTE's will be needed to carry out RSAs	Preconstruction Engineer	Winter 2007	
HC-11 ITS Technologies (11 votes) Explore the use of, and implement, ITS technologies to enhance highway traffic safety. (MDT Engineering suggestion)	MDT	Duane Williams	Have an ITS discussion on projects with construction, reconstruction, or pavement overlays.	Memo	MDT engineering	The ITS applications will be funded by the individual projects.	Chief Engineer/ Preconstruction Engineer	Implementation Memo signed	
	MDT	Danielle Bolan	Have ITS toolbox available for project engineers		MDT Engineering, Maintenance, Planning FHWA, WTI	PL/PR funds	Preconstruction Engineer/Traffic and Safety Engineer	January 2007	
HC-12 Proactive Safety Efforts (21 votes) Develop guidelines that will allow MDT to proactively and rapidly rather than reactively implement quick turn-around safety betterments (MDT Engineering suggestion)	MDT	Duane Williams/ Lloyd Rue (resource)	Explore a method where a small number of projects or studies can be proactively initiated i.e., corridor slope flattening, approach side slopes, horizontal curves, intersection treatment	Procedure Memo	MDT Engineering, Planning, FHWA,	Determine potential yearly amount from HSIP funds or other funding source or both.	Chief/Preconstruction Engineer	Summer 2007	
Reduce and mitigate the consequences of crashes, injury crashes and fatal crashes on high-risk rural roads	MDT	Pierre Jomini	Identify crash sections within range and township with higher number of crashes. Review the location and prioritize feasible countermeasures to compete with safety funds available.	Annual report to FHWA	County, MDT planning and engineering	Requirement of SAFETEA-LU	Transportation commission for project approval	Annual report to FHWA	
Reduce and mitigate the potential for crashes at rail/highway intersections	MDT	John Althof	In addition the current ranking system for potential new projects, add a crash history element the selection of projects	MDT Procedure Manual	MDT engineering	HSIP railroad funds	Chief/ Preconstruction engineer	Annual report to FHWA	Procedure Manual has been revised

Emphasis Area #8. Truck Crashes

Champion: Drew Livesay (MDT Motor Carrier Services Division)

Objective: Reduce Fatal and Incapacitating Injury Crashes Involving Trucks

Performance Measures:

- **Total annual crashes involving trucks;**
- **Total annual fatal crashes involving trucks; and**
- **Annual crashes involving trucks as a percent of all crashes.**

In Montana, trucks are involved in approximately five percent of all crashes but slightly over nine percent of all fatal crashes. In 2005, the number of truck crashes and fatal truck crashes increased over the previous year. New strategies to address truck crashes include increased enforcement and inspection and an expanded safety training program.

Truck Crashes

Existing Programs

Priority – Reduce Fatal and Incapacitating Injury Crashes Involving Trucks

Strat. No.	EDUCATION Current Strategies	Reference Document	Funding Agency	Implementing Agency	Overview of Actions	Effectiveness	
						NHTSA[1]	AASHTO[2]
1.	5-year "New Entrant" Commercial Motor Carrier Safety Training Program	Contracted Services Agreement- MDT/Sage Inc.; Evaluation Agreement- MDT/Western Transportation Institute State of Montana Commercial Vehicle Safety Plan (CVSP)	FMCSA	MDT/MCS/MCSAP	Under contract with MDT, Sage Inc. conducts Montana-based "new entrant" training at the carrier's place of business. Sage reviews of the carrier's safety program and internal policies and explains drug and alcohol requirements and compliance with state and federal driver and vehicle safety laws and regulations. Under separate contract, the MSU Western Transportation Institute compares new entrant and non-new entrant carrier safety records and evaluates training value. A final report will detail evaluation results.	N/A	N/A
2.	Drivers' Education Curriculum – Montana Teen Driver Essential Knowledge and Skills Topics	Curriculum Map	OPI (Administrative Appropriation) and portion of driver license fees	Office of Public Instruction (OPI)	Driver education curriculum being improved to incorporate behavioral changes to encourage safety belt usage by youth; 45 topics covering essential knowledge and skills.	None (Prelicensure Driver Education) (2.1)	
3.	Traffic Education Program	TRANPLAN 21 2002 Update; Traveler Safety Policy Paper http://www.opi.mt.gov/DriverEd/index.html OPI, Division of Health Enhancement and Safety Program Descriptions 2004	OPI (Administrative Appropriation) and portion of driver license fees	OPI	• Sets guidelines for curricula and requirements for driver education courses; • Provides/sponsors driver education teacher training; • Conducts periodic on-site review of high school driver education programs; • Develops media [public service announcements (PSAs)]; • Provides advanced driver education; and Promulgates rules regarding school bus safety and training.	None (Prelicensure Driver Education) (2.1)	Vol. 14: Proven/Tried (6.1 D1) / Tried (6.1 D2)
4.	Montana Driver-In Vehicle Education/Advanced Driving Program	http://www.opi.mt.gov/DRIVE/Index.htm OPI, Division of Health Enhancement and Safety Program Descriptions 2004	Funding from user fees (no appropriation, program approved by legislature each year)	OPI	DR.I.V.E. workshop is designed to enhance driver risk management skills, using behind-the-wheel training to increase risk awareness and to enhance the participants' behaviors to better manage ordinary and critical driving situations. The One-Day Workshop is for first-time participants. The Half-Day "Refresher" Workshop is for those individuals who have completed the One-Day Workshop and wish to refresh and enhance their driver risk management skills.	Unknown (2.2)	

[1] Effectiveness evaluation taken from: Hedlund, James. Countermeasure That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices, NHTSA/GHSA, 2005. Strategy reference is shown in parentheses.

[2] Effectiveness evaluation taken from: AASHTO Strategic Highway Safety Plan. Report 500 Series, Volume 11 (Seatbelt Use), NCHRP. Strategy reference is shown in parentheses.

Priority – Reduce Fatal and Incapacitating Injury Crashes Involving Trucks (continued)

Strat. No.	EDUCATION Current Strategies	Reference Document	Funding Agency	Implementing Agency	Overview of Actions	Effectiveness	
						NHTSA[1]	AASHTO[2]
5.	Drivers' Education Curriculum – Montana Teen Driver Essential Knowledge and Skills Topics	Curriculum Map	OPI (Administrative Appropriation) and portion of driver license fees	Office of Public Instruction (OPI)	Driver education curriculum being improved to incorporate behavioral changes to encourage safety belt usage by youth; 45 topics covering essential knowledge and skills.	None (Prelicensure Driver Education) (2.1)	
6.	Traffic Education Program	TRANPLAN 21 2002 Update; Traveler Safety Policy Paper http://www.opi.mt.gov/DriverEd/index.html OPI, Division of Health Enhancement and Safety Program Descriptions 2004	OPI (Administrative Appropriation) and portion of driver license fees	OPI	• Sets guidelines for curricula and requirements for driver education courses; • Provides/sponsors driver education teacher training; • Conducts periodic on-site review of high school driver education programs; • Develops media [public service announcements (PSAs)]; • Provides advanced driver education; and Promulgates rules regarding school bus safety and training.	None (Prelicensure Driver Education) (2.1)	Vol. 14: Proven/Tried (6.1 D1) / Tried (6.1 D2)

[1] Effectiveness evaluation taken from: Hedlund, James. Countermeasure That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices, NHTSA/GHSA, 2005. Strategy reference is shown in parentheses.

[2] Effectiveness evaluation taken from: AASHTO Strategic Highway Safety Plan. Report 500 Series, Volume 11 (Seatbelt Use), NCHRP. Strategy reference is shown in parentheses.

Priority – Reduce Fatal and Incapacitating Injury Crashes Involving Trucks (continued)

Strat. No.	ENFORCEMENT Current Strategies	Reference Document	Funding Agency	Implementing Agency	Overview of Actions	Effectiveness	
						NHTSA[1]	AASHTO[2]
7.	Penalties at time of arrest for DUI – with CDL/61-8-806. Blood and breath tests of commercial vehicle operators – procedure – suspension	Impaired Driving Assessment / Montana Code Annotated 2005		Motor Vehicle Division, Courts, Law Enforcement	Administrative penalties at the time of arrest for violation of impaired driving laws for those holding Commercial Driver's License (CDL).		
8.	61-5-212. Driving while license suspended or revoked – penalty – seizure of vehicle or rendering vehicle inoperable	Impaired Driving Assessment / What You Need to Know about ACT Brochure / Montana Code Annotated 2005		Motor Vehicle Division, Courts, Law Enforcement	Penalties may include: imprisonment for two days up to six months; fine of up to $500; additional year of license suspension or revocation; and six conviction points added to MT Motor Vehicle Record.		Vol. 2: Proven (incarcerate offenders) (2.1 D2)
9.	Enforcement of Federal Regulations specific to Commercial Vehicle and alcohol (driving under the influence, possession, or consumption)	Applicable state and federal laws and regulations State of Montana Commercial Vehicle Safety Plan (CVSP)	MDT/DOJ	MCS Enforcement Officers/Highway Patrol	A person commits the offense of unlawful possession of an alcoholic beverage in a commercial motor vehicle if the person possesses an alcoholic beverage container within the commercial motor vehicle on a highway; and person convicted of unlawful possession of an open alcoholic beverage container in a motor vehicle shall be fined and placed out of service.	N/A	N/A
10.	Annually conduct 25,000 Level 1, 2 and 3 Commercial Vehicle/Driver Safety Inspections at the roadside, subject to staff availability. Take enforcement action as required by state or federal law.	Applicable state and federal commercial motor carrier safety laws and regulations Commercial Vehicle Safety Alliance (CVSA) guidelines State of Montana Commercial Vehicle Safety Plan (CVSP)	MDT/MCS/FMCSA	MDT/MCS	Using Commercial Vehicle Safety Alliance (CVSA) approved guidelines MCS Officers stop and inspect commercial vehicles and drivers at Montana weigh stations and on the open road. A Level 1 CVSA Inspection is a comprehensive inspection of the driver & vehicle, a Level 2 Inspection is a "visual" vehicle inspection and a Level 3 Inspection focuses on the driver. Appropriate enforcement action may include placing the vehicle or driver "out-of-service" and/or issuing a citation.	N/A	N/A

[1] Effectiveness evaluation taken from: Hedlund, James. Countermeasure That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices, NHTSA/GHSA, 2005. Strategy reference is shown in parentheses.

[2] Effectiveness evaluation taken from: AASHTO Strategic Highway Safety Plan. Report 500 Series, Volume 11 (Seatbelt Use), NCHRP. Strategy reference is shown in parentheses.

Priority – Reduce Fatal and Incapacitating Injury Crashes Involving Trucks (continued)

Strat. No.	ENFORCEMENT Current Strategies	Reference Document	Funding Agency	Implementing Agency	Overview of Actions	Effectiveness	
						NHTSA[1]	AASHTO[2]
11.	Annually conduct 50 Compliance Reviews (CR) and 100 Safety Audits (SA) subject to staff availability. Take enforcement action as required by state or federal law.	Applicable state and federal commercial motor carrier safety laws and regulations. Commercial Vehicle Safety Alliance (CVSA) guidelines State of Montana Commercial Vehicle Safety Plan (CVSP)	MDT/MCS/MCSAP	MDT/MCS	Using Commercial Vehicle Safety Alliance (CVSA) guidelines MCS MCSAP (Motor Carrier Safety Assistance Program) Inspectors conduct Safety Compliance Reviews and Safety Audits at the carrier's place of business. Compliance Reviews and Safety Audits determine the carrier's level of compliance with state and federal vehicle and driver safety requirements through structured reviews of carrier's program and operations. Non-compliance is subject to enforcement under applicable federal regulation(s).	N/A	N/A
12.	Speed Control	HSP 2006	MDT-SHTSO through MDT Purchasing Bureau	MT Highway Patrol, police and sheriff agencies	Purchase of five "Your Speed Is" trailers to measure and show a vehicle's speed on the roadway; assist in speed education for the public, school zone awareness, high-volume traffic areas, and strategic placement of law enforcement officers.	Varies (2.3)	
13.	Special Traffic Enforcement Programs (STEP)	HSP 2006	MDT-SHTSO	Law Enforcement	Sustained overtime for law enforcement to conduct speed enforcement – coverage to 85 percent of statewide population areas – agencies to submit plans to MDT-SHTSO for sustained and mobilization enforcement activities.	Uncertain (2.1)/ Proven (1.1)	Vol. 1: Tried (4.1 A1)
14.	Special Traffic Enforcement Program (STEP) focusing on impaired-driving enforcement – including Safety Spot Checks	HSP 2006	MDT-SHTSO	Police and Sheriff agencies, MT Highway Patrol	Funds sustained overtime impaired-driving enforcement and overtime patrols during national impaired-driving mobilizations. MDT-SHTSO will actively recruit more law enforcement agencies to participate in STEP overtime. MT Highway Patrol will commit to conducting safety spot checks in strategic areas through the State. Highway Patrol can use stops to address seat belt usage violations and speed enforcement, as well.	Proven (sobriety checkpoints, saturation patrols) (2.1, 2.2)/Likely (Integrated Enforcement) (2.3)	Vol. 16: Proven (5.1 B1) / Tried (5.1 B2)

[1] Effectiveness evaluation taken from: Hedlund, James. Countermeasure That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices, NHTSA/GHSA, 2005. Strategy reference is shown in parentheses.

[2] Effectiveness evaluation taken from: AASHTO Strategic Highway Safety Plan. Report 500 Series, Volume 11 (Seatbelt Use), NCHRP. Strategy reference is shown in parentheses.

Priority – Reduce Fatal and Incapacitating Injury Crashes Involving Trucks (continued)

Strat. No.	ENGINEERING Current Strategies	Reference Document	Funding Agency	Implementing Agency	Overview of Actions	Effectiveness	
						NHTSA[1]	AASHTO[2]
15.	Implement MT Rest Area Plan	Montana Rest Area Plan Amended May 2004	MDT	MDT	[No info on current status]		
16.	Highway Safety Improvement Program (Encompasses former Safety Engineering Improvement Program (SEIP) and Hazard Elimination Safety Program (HES))	Traveler Safety Policy Paper, TRANPLAN 21 – 2002 Update Safety Engineering Improvement Program (seven-page document by Safety Management Section)	MDT Engineering, Traffic and Safety Bureau	MDT Engineering; Safety Management Section	The Highway Safety Improvement Program provides funds for safety improvements on all public roads and highways. The goal of the program is to eliminate or reduce the number and/or severity of traffic accidents at high accident locations and to encourage engineering improvements that address identified safety needs (based on crash data identified by state, county, local, and Federal ownership and identified by location and severity). Program includes sub-program to address single vehicle off-road short road segments.	Specific to each project/ treatment (Vol. 6)	
17.	Winter Highway Maintenance Program	Past and Current Practices of Winter Maintenance at The Montana Department of Transportation; Updated 12/2003	MDT	MDT	Ongoing research into improved de-icing technology.		

[1] Effectiveness evaluation taken from: Hedlund, James. Countermeasure That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices, NHTSA/GHSA, 2005. Strategy reference is shown in parentheses.

[2] Effectiveness evaluation taken from: AASHTO Strategic Highway Safety Plan. Report 500 Series, Volume 11 (Seatbelt Use), NCHRP. Strategy reference is shown in parentheses.

Priority – Reduce Fatal and Incapacitating Injury Crashes Involving Trucks (continued)

Strat. No.	EMERGENCY RESPONSE Current Strategies	Reference Document	Funding Agency	Implementing Agency	Overview of Actions	Effectiveness	
						NHTSA[1]	AASHTO[2]
18.	Montana Statewide EMS Program	State of Montana Reassessment of Emergency Medical Services, June 2005	NHTSA with Montana EMS and Trauma Systems (EMSTS) Section of Department of Public Health and Human Services (DPHHS)	EMSTS	Montana program consists of 5,000 EMS providers; 100 percent of Montana residents are served by 9-1-1 service. EMSTS is working to develop a comprehensive system for assessing, planning, developing, deploying, and coordinating EMS resources.		

[1] Effectiveness evaluation taken from: Hedlund, James. Countermeasure That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices, NHTSA/GHSA, 2005. Strategy reference is shown in parentheses.

[2] Effectiveness evaluation taken from: AASHTO Strategic Highway Safety Plan. Report 500 Series, Volume 11 (Seatbelt Use), NCHRP. Strategy reference is shown in parentheses.

Truck Crashes
New Strategies

CHAMPION: NAME: Drew Livesay E-Mail: dlivesay@MT.gov Phone #: 444-7638	Sponsoring Agency	Agency Contact	Implementation Approach-Action Steps-When?	Agency Planning Documents or Procedures	Coordination/ Outreach Efforts	Funding Approach/ Needs/Sources	Implementation Oversight	Reporting Requirements	Evaluation/ Assessment Procedure
F. Reduce Fatal and incapacitating injury crashes involving trucks	**Implementation Team: Dennis Hult; Richard Kershaw; Sage, Inc.; Montana State University**								
TC-1 Survey Motor Carrier Industry to Develop Training Program Survey Montana's commercial motor carrier industry and other individual and group "truck" stakeholders to learn what no cost MDT-provided safety training is desired and how to most effectively provide the desired training. Develop a statewide safety training program based on survey results and begin providing training statewide during spring 2008	MDT/MCS	MCS MCSAP Program Manager	Develop Survey; evaluate survey results; develop training program reflecting survey results; provide statewide training. Implement by 04/30/2008.	Montana's Annual Commercial Vehicle Safety Plan (CVSP)	Montana's Motor Carriers Association; Montana Highway Patrol; Federal Motor Carrier Safety Administration (FMCSA)	Montana's MCSAP Grant	MCS Division Administrator	Quarterly via MCSAP reports to the FMCSA; Annually via Montana's CVSP.	Written evaluation of training provided by training recipients after completion of each training session, statewide.
TC-2 CVSA Safety Inspection Certification Improve truck enforcement by reducing the average time needed for an MCS Officer to attain Commercial Vehicle Safety Alliance (CVSA) safety inspection certification from 24 to 12 months	MDT/MCS	MCS Enforcement Bureau Chief	Obtain Montana Law Enforcement Academy (MLEA) approval; Merge MLEA and CVSA Officer training schedules, Implement by 1/31/2007	MCS Officer Training and Certification Program	Montana Law Enforcement Academy; Commercial Vehicle Safety Alliance; Federal Motor Carrier Safety Administration.	Montana's MCSAP Grant; MCS Budget	MCS Division Administrator	Quarterly via MCSAP reports to the FMCSA; Annually via Montana's CVSP.	Number of MCS officers attaining CVSA certification, annually compared with calendar year 2005 baseline
TC-3 CVSA Safety Compliance Certification Improve truck enforcement by reducing the average time needed for a Motor Carrier Safety Assistance Program (MCSAP) inspector to attain Commercial Vehicle Safety Alliance (CVSA), safety compliance review and safety audit certification from 24 to 16 months	MDT/MCS	MCS MCSAP Program Manager	Streamline compliance review and safety audit certification process for newly hired MCSAP inspectors. Implement by 6/30/2007.	MCSAP Inspector hiring and training program policies, guidelines and schedules.	CVSA and FMCSA	Montana's MCSAP Grant; MCS Budget	MCS Division Administrator	Quarterly via MCSAP reports to the FMCSA; Annually via Montana's CVSP; Annually via Montana's New Entrant Plan	Number of MCSAP inspectors attaining CVSA, Compliance Review, and Safety Audit certifications annually compared with calendar year 2005
TC-4 Train New Commercial Carriers Train new commercial carriers to comply with state and Federal safety laws and regulations. Professionally evaluate the benefits of training provided over a 5-year period. Report evaluation findings	MDT/MCS	MCS MCSAP Program Manager; Sage Inc. (contracted services provider), Western Transportation Institute (WTI) evaluator. Completed by 09/30/2009	As described in the MDT/Sage contract; As described in the WTI Contract	MDT/Sage contract; MDT/WTI contract.	New Montana-based carrier's; Federal Motor Carrier Safety Administration	Montana's New Entrant MCSAP Grant	MCS Division Administrator	Quarterly via MCSAP reports to the FMCSA; Annually via Montana's CVSP; Annually via Montana's New Entrant Plan.	Evaluation of program and formal report provided by WTI at the completion of the program

Emphasis Area #9. Emergency Medical Services Delivery

Champion: Jim DeTienne (EMS and Trauma System Section, Montana Department of Public Health and Human Services)

Objective: Develop an Effective and Integrated Emergency Medical Services (EMS) Delivery System.

Performance Measures:

- **Implementation of CHSP EMS strategies; and**
- **Implementation of EMS strategies contained in Montana EMS System Plan.**

Although Emergency Medical Services do not affect the number of crashes, they play a critical role in addressing the results of crashes. EMS providers face particularly challenging conditions within Montana due to the size of the coverage areas, distances from dispatching and treatment facilities, and severe weather conditions during winter months. In addition to these issues, the system is experiencing a shrinking number of volunteers and problems specific to rural areas such as lack of training opportunities and inadequate communications systems. New strategies to improve emergency medical services delivery in support of highway safety are consistent with the recent Montana EMS System Plan prepared by the Department of Public Health and Human Services.

Emergency Medical Services Delivery

Existing Programs

Priority – Develop an Effective and Integrated Emergency Medical Services (EMS) Delivery System

Strat. No.	EDUCATION Current Strategies	Reference Document	Funding Agency	Implementing Agency	Overview of Actions	Effectiveness	
						NHTSA[1]	AASHTO[2]
1.	Hospital-based intervention and screening programs	Impaired Driving Assessment	Hospitals	Hospitals	Four Level II trauma center hospitals – utilize brief intervention strategy with patients in ED or Trauma Wards; patients encouraged to recognize risks of DUI and moderate their alcohol consumption.	Proven (alcohol screening and brief intervention) (5.4)	Proven
2.	Brief Screenings and Interventions		EMS	Regional Trauma Task Forces	Doctors are trained to intervene with patients who have been admitted due to alcohol related crashes		
3.	Regional Trauma Task Forces		Local hospitals	Local hospitals	Regional teams are formed to plan strategies for the reduction of trauma within their region		

[1] Effectiveness evaluation taken from: Hedlund, James. Countermeasure That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices, NHTSA/GHSA, 2005. Strategy reference is shown in parentheses.

[2] Effectiveness evaluation taken from: AASHTO Strategic Highway Safety Plan. Report 500 Series, Volume 11 (Seatbelt Use), NCHRP. Strategy reference is shown in parentheses.

Emergency Medical Services Delivery

New Strategies

CHAMPION: NAME:_____ E-mail:_____ Phone #:_____	Sponsoring Agency	Agency Contact	Implementation Approach-Action Steps-When?	Agency Planning Documents or Procedures	Coordination/ Outreach Efforts	Funding Approach/ Needs/Sources	Implementation Oversight	Reporting Requirements	Evaluation/ Assessment Procedure
L. Develop an effective and integrated Emergency Medical Services (EMS) delivery system									
EM-1 System Component – Legislation and Regulation Provide legislation and regulation to adequately support the EMS System.	EMS&TS Section, DPHHS	Jim DeTienne, Supervisor	1. Continue to support the activities of the State EMS System Task Force. 2. Implement legislation which broadens the definition of where EMTs can practice (i.e., emergency room) 3. Implement EMS service licensing rules which promote a consultation/ strategic planning process	Montana EMS System Plan	EMS System Task Force State Trauma Care Committee Montana Hospital Association Board of Medical Examiners, Department of Labor Montana EMS Association	General Funds CDC Block Grant Funds	EMS&TS Section, DPHHS	Quarterly to EMS System Task Force and State Trauma Care Committee as appropriate	Quarterly meetings of the task force and trauma care committee to assess priorities and progress
EM-2 System Component – Funding Provide stable funding to adequately support the EMS System.	EMS&TS Section, DPHHS	Jim DeTienne, Supervisor	1. Pursue 'permanent' state funding to adequately fund EMS system and EMS service activities. 2. Partner with Western EMS Network and other projects to support financial stability of EMS services 3. Implement funding to support recruitment and retention workforce issues.	Montana EMS System Plan	EMS System Task Force State Trauma Care Committee	General Funds	EMS&TS Section, DPHHS	Quarterly to EMS System Task Force and State Trauma Care Committee as appropriate	Adoption of funding and legislation strategies as approved by the Department EPP process.

CHAMPION: NAME: E-mail: Phone #:	Sponsoring Agency	Agency Contact	Implementation Approach-Action Steps-When?	Agency Planning Documents or Procedures	Coordination/ Outreach Efforts	Funding Approach/ Needs/Sources	Implementation Oversight	Reporting Requirements	Evaluation/ Assessment Procedure
L. Develop an effective and integrated Emergency Medical Services (EMS) delivery system (continued)									
EM-3 System Component – Medical Response to Disaster Minimize death, suffering and long-term medical effects from disasters and other mass casualty events through planning, knowledge of system resources and coordination of the medical response. • Develop a statewide disaster response and mutual aid system for medical events • Develop an electronic resource and disaster management system	EMS&TS Section, DPHHS	Jim DeTienne, Supervisor	1 Develop a Medical Response Team infrastructure. 2. Insure all EMS services have mutual aid plans which formalize local, regional, and statewide disaster response. 3. Develop and implement the Health Information and Resource Management System database 4. Provide disaster medicine, NIMS and mutual aid response education to all EMS services	Montana EMS System Plan	EMS System Task Force Emergency Preparedness Bureau, DPHHS Disaster and Emergency Services, Dept. of Military Affairs	HRSA Hospital Bioterrorism Grant Funds DES Homeland Security Grant Funds	EMS&TS Section, DPHHS	Quarterly to EMS System Task Force and State Trauma Care Committee as appropriate	Meetings with Idaho and Region 8 – adoption of a plan for regional DMAT. Adoption of an implementation plan for state medical response teams Deployment of the Montana Healthcare Mutual Aid System module in HIRMS. Deployment of the Resource Management module in HIRMS. Numbers of person training in NIMS courses, esp. ICS 100, 200, and 700
EM-4 System Component – Human Resources Ensure qualified, knowledgeable, and skilled emergency medical services personnel are available in sufficient numbers throughout the State. • Assess alternate training strategies to enable more accessible EMS courses • Assess and implement alternate training strategies to enable more accessible EMT education • Assess and implement strategies to enable other healthcare providers to help meet prehospital workforce issues	EMS&TS Section, DPHHS	Jim DeTienne, Supervisor	1 Assess what bridge courses will enable other health care providers to service as EMS field providers (e.g., nurses, lab techs, respiratory techs.) 2. Develop community education which helps support EMS recruitment and retention. 3. Survey EMS providers to determine workforce challenges and issues – develop strategies	Montana EMS System Plan	EMS System Task Force Board of Medical Examiners	General Funds CDC Block Grant Funds	EMS&TS Section, DPHHS	Quarterly to EMS System Task Force and State Trauma Care Committee as appropriate	Completion of survey of EMS services about workforce issues Completion of survey of EMTs about workforce issues. Deployment of public information toolkits to all EMS services.

CHAMPION: NAME: E-mail: Phone #:	Sponsoring Agency	Agency Contact	Implementation Approach-Action Steps-When?	Agency Planning Documents or Procedures	Coordination/ Outreach Efforts	Funding Approach/ Needs/Sources	Implementation Oversight	Reporting Requirements	Evaluation/ Assessment Procedure
L. Develop an effective and integrated Emergency Medical Services (EMS) delivery system (continued)									
EM-5 System Component – Education System Ensure qualified, knowledgeable, and skilled emergency medical services personnel are available in sufficient numbers throughout the State. • Assess alternate training strategies to enable more accessible EMS courses. • Assess and implement alternate training strategies to enable more accessible EMT education	EMS&TS Section, DPHHS	Jim DeTienne, Supervisor	1. Assess and utilize alternate training methods, i.e., distance learning, telemed, Internet. 2. Utilize patient care data to assess and implement training needs.	Montana EMS System Plan	EMS System Task Force Board of Medical Examiners Montana State University	General Funds CDC Block Grant Funds	EMS&TS Section, DPHHS	Quarterly to EMS System Task Force and State Trauma Care Committee as appropriate	Deployment of Learning Center module in HIRMS. Deployment of distance learning programs and numbers of people trained.
EM-6 System Component – EMS Services Ensure that Emergency Medical Services personnel and equipment are delivered to the scene in a safe and timely manner; and, as necessary, patients are transported at an appropriate level of care to and between appropriate facilities. • Implement Emergency Vehicle Operator education. • Develop and implement a performance improvement-based EMS service inspection and technical assistance process. • Assess solutions to patient transportation issues, especially for interfacility transports.	EMS&TS Section, DPHHS	Jim DeTienne, Supervisor	1. Promote attendance to the Lewistown and Helena advanced driving courses. 2. Evaluation and implement other emergency driving education strategies such basic courses, simulators and 'black boxes'. 3. Develop and implement service manager meetings and education. 4. Survey issues with interfacility transport and develop strategies to lesson staffing issues with long transports.	Montana EMS System Plan	EMS System Task ForceOffice of Public InstructionMontana Hospital Association	General fundsCDC Block grant fundsRural Health Policy Flex grant funds	EMS&TS Section, DPHHS	Quarterly to EMS System Task Force and State Trauma Care Committee as appropriate	Numbers of persons attending driving courses.Regional meetings of service managers.Annual service manager conference.

CHAMPION: NAME: E-mail: Phone #:	Sponsoring Agency	Agency Contact	Implementation Approach-Action Steps-When?	Agency Planning Documents or Procedures	Coordination/ Outreach Efforts	Funding Approach/ Needs/Sources	Implementation Oversight	Reporting Requirements	Evaluation/ Assessment Procedure
L. Develop an effective and integrated Emergency Medical Services (EMS) delivery system (continued)									
EM-7 System Component – Communications Provide for a communications system that encompasses public access to EMS, interagency communications, medical control and coordination of resources. • Develop an EMS Communications Plan to guide development and implementation of EMS communications.	EMS&TS Section, DPHHS	Jim DeTienne, Supervisor	1. Develop an EMS Communications Plan. 2. Develop and implement EMS communications education, especially for P-25 systems. 3. Implement statewide emergency medical dispatch standards and education.	Montana EMS System Plan	EMS System Task Force	HRSA Hospital Bioterrorism Grant Funds DES Homeland Security Grant Funds	EMS&TS Section, DPHHS State P-25 consortiums	Quarterly to EMS System Task Force and State Trauma Care Committee as appropriate	Adoption of a state communications plan. Purchase of P-25 radio systems for hospital and EMS services.
EM-8 System Component – Public Education and Information Increase public awareness of the role of Emergency Medical Services, the appropriate means to access and utilize the system, and effective ways to prevent injury and acute illness. • Develop and implement EMS service PI&E programs for recruitment and retention. • Develop and distribute public PI&E programs to support EMS systems.	EMS&TS Section, DPHHS	Jim DeTienne, Supervisor	1 Develop toolkits about EMS recruitment and retention for EMS services. 2. Develop and distribute public information resources for EMS services to utilize locally.	Montana EMS System Plan	EMS System Task Force Highway Traffic Safety	CDC Block Grant funds Highway Traffic Safety grant funds	EMS&TS Section, DPHHS	Quarterly to EMS System Task Force and State Trauma Care Committee as appropriate	Toolkit to all EMS services. Development and distribution of various PI&E materials to EMS services.
EM-9 System Component – Injury Prevention Increase public awareness of the role of Emergency Medical Services, the appropriate means to access and utilize the system, and effective ways to prevent injury and acute illness.	EMS&TS Section, DPHHS	Jim DeTienne, Supervisor	1. Develop injury prevention PI&E resources for local areas to utilize. 2. Support primary seatbelt and other appropriate legislative strategies.	Montana EMS System Plan	EMS System Task Force State Trauma Care Committee EMSTS Injury Prevention Coordinator	General Fund MCH Partnership grant funds	EMS&TS Section, DPHHS	Quarterly to EMS System Task Force and State Trauma Care Committee as appropriate	Development and distribution of various injury prevention materials to EMS services

CHAMPION: NAME:_____ E-mail:_____ Phone #:_____	Sponsoring Agency	Agency Contact	Implementation Approach-Action Steps-When?	Agency Planning Documents or Procedures	Coordination/ Outreach Efforts	Funding Approach/ Needs/Sources	Implementation Oversight	Reporting Requirements	Evaluation/ Assessment Procedure
1. Develop an effective and integrated Emergency Medical Services (EMS) delivery system (continued)									
EM-10 System Component – Medical Direction Assure physicians are consistently involved and provide leadership at all levels of the EMS system. • Develop strategies to support medical director education • Develop strategies to recruitment and retention of medical directors.	EMS&TS Section, DPHHS	Jim DeTienne, Supervisor	1. Develop and implement alternate technologies to education medical directors about their roles and responsibilities. 2. Assess strategies to provide support to medical directors (e.g., regional mentors, statewide medical director) 3. Assess strategies to provide medical directors with better compensation and liability protection	Montana EMS System Plan	EMS System Task Force BOME, Medical Director Subcommittee	CDC Block Grant funds	EMS&TS Section, DPHHS	Quarterly to EMS System Task Force and State Trauma Care Committee as appropriate	Development and implementation of service medical director training program.
EM-11 System Component – Trauma System and Facilities Provide a quality, effective system of trauma care and injury prevention integrated with the overall EMS system. Assure that patient needs are identified early and transfer to an appropriate level of care is accomplished in a timely manner. Evaluate how to facilitate better integration of the EMS and trauma systems.	EMS&TS Section, DPHHS	Jim DeTienne, Supervisor	1. Evaluate strategies to enable EMS providers to become more involved in RTAC and other trauma system activities. 2. Evaluate methods to increase quality improvement between EMS services and facilities and between small facilities and large facilities. 3. Develop and Central Medical Dispatch System 4. Evaluate continue implementation of the State's Public AED program.	Montana EMS System Plan Montana Trauma System Plan	EMS System Task Force State Trauma Care Committee American Heart Association	HRSA Hospital Bioterrorism Grant Funds	EMS&TS Section, DPHHS	Quarterly to EMS System Task Force and State Trauma Care Committee as appropriate	Update of state AED legislation in '07 session. Deployment of Central Medical Dispatch module in HIRMS.
EM-12 System Component – Information System Provide for a comprehensive data collection and information systems to enable system evaluation and performance improvement.	EMS&TS Section, DPHHS	Jim DeTienne, Supervisor	1. Develop and implement a statewide patient care database. 2. Continue to support the statewide trauma register. 3. Assess and implement data linking process which support evaluation and performance improvement.	Montana EMS System Plan	EMS System Task Force State Trauma Care Committee	HRSA Hospital Bioterrorism grant funds CDC Block Grant funds	EMS&TS Section, DPHHS	Quarterly to EMS System Task Force and State Trauma Care Committee as appropriate	Deployment of On-line Prehospital Information System module in HIRMS. Implementation of a data linking project for prehospital, trauma register, crash and Medicaid records.

CHAMPION: NAME:_____ E-mail:_____ Phone #:_____	Sponsoring Agency	Agency Contact	Implementation Approach-Action Steps-When?	Agency Planning Documents or Procedures	Coordination/ Outreach Efforts	Funding Approach/ Needs/Sources	Implementation Oversight	Reporting Requirements	Evaluation/ Assessment Procedure
L. Develop an effective and integrated Emergency Medical Services (EMS) delivery system (continued)									
EM-13 System Component - Evaluation Provide for a comprehensive quality management program that improves planning, implementation and monitoring of a statewide EMS system	EMS&TS Section, DPHHS	Jim DeTienne, Supervisor	1. Institutionalize user-friendly reports and data queries from Section databases. 2. Develop various methods and reports which interpret successes and opportunities for improvement in the EMS and Trauma systems.	Montana EMS System Plan	EMS System Task Force State Trauma Care Committee	General Funds HRSA Partnership grant funds	EMS&TS Section, DPHHS	Quarterly to EMS System Task Force and State Trauma Care Committee as appropriate	Deployment of QI reports in OPHI Distribution of various quality improvement reports to EMS task force, state trauma care committee and regional trauma advisory committees

Emphasis Area #10. Urban Area Crashes

Champion: To be determined

Objective: Reduce Fatal and Incapacitating Injury Crashes in Urban Areas.

Performance Measures:

- **Total annual urban fatal crashes; and**
- **Growth rate in urban fatal crashes (one- and five-year).**

Although rural crashes comprise the majority of fatal crashes in Montana, slightly over half of Montana's total crashes occurred in urban areas in 2005. And, with increasing urbanization in the State, the proportion of fatal crashes in urban areas has increased steadily. New strategies to address urban area crashes will be developed in a later phase of CHSP implementation.

Urban Area Crashes

Existing Programs

Motorcycle Crashes

Existing Programs

Motorcycle Crashes

New Strategies

Emphasis Area #12. Order Driver Crashes

Champion: To be determined

Objective: Reduce Older Driver Fatal and Incapacitating Injury Crashes.

Performance Measures:

- **Total annual older driver crashes;**
- **Total annual older driver fatal crashes; and**
- **Growth rate in older driver crashes (one- and five-year).**

While not appearing in the statistics as a current problem in Montana, demographic trends indicate that over the next 15 years there will be a steady increase in the number of drivers over 60 years of age. While most older drivers are good drivers, the effects of aging can affect the safe driving ability of some seniors, resulting in slower reaction time and reduced visual acuity. And if involved in a crash, adults age 65 and older are more likely to sustain fatal injuries because of physical frailty resulting from aging.[2] New strategies to address older driver crashes will be developed in a later phase of CHSP implementation.

[2] AASHTO, *Strategic Highway Safety Plan*, Washington, D.C., 2005.

Older Driver Crashes

Existing Programs

Older Driver Crashes

New Strategies

200 copies of this document were published at an estimated cost of $7.50 per copy, for a total coat of $1,500.00. This includes $1,500.00 for printing and $0.00 for distribution.